





#105  
919



1965  
1844  
1821



Ship Omega  
19 3/4 lbs White pot Ret 7 1/2<sup>00</sup>

79 Albert Jenney  
11 1/2 lbs White pot Ret 5<sup>00</sup>  
15 1/2 lbs Oil

16 Adam D. Stoddard & 19 1/2 lbs Oil  
54 Samuel Yeates & 19 1/2 lbs Oil

79 Albert Jenney & 8 1/2 lbs White pot Ret 11 1/4  
Hanging & Roof paper  
1/2 days Labour

54 Joseph Gifford &  
1/2 day Labour Ret 10

46 Enoch Tubor & 1/2 day Labour

7 Joseph Morse & 1/2 day Labour 16

Albert Jenney &  
15 1/2 lbs Stone & 1/2 day Labour Ret 3 1/2  
79 1/2 lbs Fish & 1/2 day Labour Ret 5 1/2  
Yellow pot Ret 5 1/2  
2 days Labour

Charles H. Allen &

69 25 lbs 11 1/2 lbs  
25 lbs 6 1/2 lbs  
18 lbs 8 1/2 lbs  
2 days Labour

Ship Omega  
19 1/4 lbs White pot Ret 3  
2 " putty  
2 1/2 days Labour n a boy  
9 " no Ret 2 1/2

12 1/2 lbs  
12 Tubor & Tripp &  
1 days Labour

79 Albert Jenney  
15 1/2 lbs White paint Ret 10 1/2  
1 1/2 " green pot Ret 6 1/2  
1 gal Oil  
1 1/2 days Labour



6th  
un-

Ship Joseph Maxwell  
2000 lbs East India Tea  
2000 lbs No 1 Tea 7/6  
33 1/2 lbs No 2 Tea 3/4  
75 lbs E Green 18/6  
5 Gall Japan 3/0  
5 Gall Sp Turp 3/6  
38 Gall Oil 8/4  
1 Bbl 12/0  
1/2 Gall Copal Varnish 3/4  
7 Gall Bril Varnish 3/3  
25 Sup Lamp Black 4  
3 Pint Bril Varnish 3/0 8/8  
2 " " 3/0  
3 " " 2/4  
6<sup>th</sup> Whiting 5/4  
1<sup>st</sup> Putty 10/6  
1 1/2 Bbls Black D Put 9/0

45 Jabs. Delano Jr L ipain 67-8 Glup & Set <sup>in class 27</sup> 127

54 Annual yeats de Cash #1 "

42<sup>e</sup> R. Linn. der 1. ligent 9x7 Sep.

66 Ship Omega owned by  
55<sup>th</sup> Black Reg. Rec'd 5/14

63 Oatyrington Cash \$10.00

8 Joseph Gifford Esq. 29t B. C.

59 2 hr 61.8. Slops 4  
pudg. 25

29 E. Hathaway Dr 2<sup>nd</sup> flr White Bldg 5<sup>th</sup> / print oil

55 <sup>no</sup>  
P Journey & Cottage 1/2 am 179 Glass  
Ship Mica &

66 2 Saw Cuts 1/2 Gallon  
13 1/2 lbs White put "Rub 11 3/4  
1 1/2 lbs Labour 1/2 Boy



68 Ship Baltic  
25  
60  
42  
82  
27  
65  
16  
60  
28  
65  
29  
66  
114

3 The Whaling Panorama, at Amory Hall, has, we learn, been fully attended of late. The many solicitations for schools are so urgent, that the proprietors are obliged to delay their departure for a short time, to accommodate the many thousands that are anxious to witness its beautiful and truthful scenes before it leaves the city. Deputations are almost daily received at the Hall from various places, to have this extraordinary picture visit them. An exhibition will be given to-morrow afternoon at 3 o'clock.

VOYAGE ROUND THE WORLD.—Messrs. Furrington & Russell are now exhibiting at Amory Hall, Washington street, an excellent "Whaling Panorama," which embraces a great variety of interesting scenes incident to the Whale Fisheries, together with splendid views of the various islands, ports, cities, harbors, &c. which are usually visited in a voyage round the world. Among the places represented on the canvas, which cannot fail to interest all who visit this exhibition, may be mentioned New Bedford, from whence the voyage commences, the Island and Peak of Pico, Fayal, St. Michaels, St. Nichols, Isle of Sal, the "Lion's Head," St. Jago, a night view of the Volcano of Fago, Rio Janeiro, Sugar Loaf Mountain, Cape Horn, Juan Fernandez, Pitcairn's Island, the Marquesas, Society Islands, Sandwich Islands, Feejee Islands, New Zealand; Capetown and Table Mountain at the southern extremity of Africa, and St. Helena. We get also a fine view of icebergs in a great variety of forms, which are encountered in weathering Cape Horn. It was well remarked that those who think of taking this course to California ought to visit this exhibition.

This panorama, as seen above, acquaints us with parts of the world never before represented on canvas, and which are comparatively little known. The rugged, wild, romantic scenery in many of these places is worthy of note, as a special object of interest. Most of the time during the exhibition is taken up with explanations, and the recital of interesting and sometimes thrilling anecdotes. With the panorama may also be seen quite a cabinet of curiosities, implements of war, specimens of native cloth, carving, mats, &c. Altogether it is very instructive, and we rejoice to see that it is attracting, as it deserves, great public attention. We heard the observation of one who had made repeated voyages round the world, that the painting was remarkably perfect and true to nature.

WHALING PANORAMA.—We think that an evening will not be spent in a more interesting manner than in viewing this beautiful painting. It is one of those very few exhibitions, the reality of which surpasses our expectations. To those who have visited the scenes which this Panorama portrays in their reality, and in earlier years have been engaged in the exciting strife, this painting must produce vivid reminiscences; while to others it must seem almost like making for themselves a voyage of the world.

There is a truthfulness and a vividness in the delineation which shows a masterly pencil, and strongly impresses the imagination. Bays, beautiful and calm as summer skies, dotted with verdant spots; islands, whose rocky and precipitous peaks pierce the heavens, or whose soft, green foliage denotes the regions of the equator; the balmy, bland atmosphere of the tropics, as of the breath of June, with the mellow sky; the lovely sunrise on the ocean; the night scene; the red volcano; then the terrible sublimity of the stormy Cape; the crashing iceberg; the fearful shipwreck; the beautiful island groups of the Pacific, whose green shores you seem to touch, and with whose tawny inhabitants you would almost converse, as they sport in the surf, or cluster around in their fantastic canoes. Nor should we omit to mention the exciting Whaling scene; the pursuit; the encounter; the staving of boats; the death struggle of the monster of the deep, as he lashes the billowy flood to foam and stains it with his blood. On the return voyage, by way of New Zealand and the Cape of Good Hope, many striking views are given. The Panorama concludes at St. Helena, of which there is a graphic delineation, embracing a view of Longwood. We can hardly doubt that the enterprising proprietors of this novel panorama will meet with a patronage worthy of their efforts. It is open every evening, at Amory Hall.

P. Q. R. S.

#### THE WHALING VOYAGE ROUND THE WORLD.

One of the most instructive, as well as entertaining exhibitions that we have ever visited, is this Panorama. Every man, woman and child, ought to know something about the manner of taking whales, from which they derive such luxuries; and yet ask any one out of ten that you meet, and you will find that there is much room for instruction. The ideas of the multitude are exceedingly confined on this subject. We fear there are very many young ladies, who deal largely in whalebone, (and what lady can do without it?) that cannot tell what part of the whale it comes from. But now for our voyage round the world:—We started from New Bedford about seven o'clock, and arrived at St. Helena, after passing through the Atlantic, round Cape Horn and Good Hope, and stopping on our way at some of the most beautiful islands that are on this side of Paradise. The view of the volcano of Fago is alone worth the price of admission; terrific and grand it raises its awful head on high, sending forth streams of liquid fire; in front are seen vessels at a distance from the shore, their sails brilliantly illuminated by the reflections of the light. Let everybody go and see it. The remarks and explanations by Mr. Russell are most excellent, and a visit to THE WHALING VOYAGE will well repay for the time and expense.

THE WHALING PANORAMA of Russell & Co., at Amory Hall, is working itself up to the attention of the public by its solid and intrinsic value. Those who do not see it, lose much of information and entertainment, as its sweep of the passage round Cape Horn gives information to all of the interest and peril of the voyage.



WHALING PANORAMA.—This interesting Picture will be exhibited to-morrow afternoon and also in the evening. The exhibition is always accompanied by an entertaining explanatory lecture, which in itself is worth the low price of admission. Those who have not already visited this Panorama, should improve the present opportunity, and they will be amply repaid for their trouble.

The Whaling Panorama of a Voyage to the Pacific is one of the most instructive and agreeable exhibitions now in the city, and should be visited by all. To-morrow afternoon it will be exhibited, to accommodate ladies and the younger branches of families.

WHALING PANORAMA.—There will be an exhibition of this interesting Panorama this afternoon, commencing at three o'clock. The exciting scenes represented in the capture of the leviathan, render this painting an object well worth seeing.

Whaling Panorama.—This picture will be exhibited this afternoon and also in the evening. The exhibition is accompanied by an explanatory lecture, which greatly adds to the instruction and amusement. All should improve the present opportunity, and they will be amply repaid for their trouble.

push it forward.

### PANORAMA OF A WHALING VOYAGE

This immense picture now on exhibition at Amory Hall in Boston was got up by two painters of New Bedford—actual whalers—who are present to explain as it glides past. For the correctness of its representations we cannot vouch personally, but in viewing the painting, good fortune placed us by the side of a friend just returned from sea. He has sailed 14 years and expressed great pleasure as he pointed out the "locale" of many of his adventures and explained whatever the exhibitor left untouched. It occupies two hours in passing, and moves indeed too fast for such interesting scenes. In the course of the passage we see every process of the whaling operations. The ship under easy sail, with a man in the crow's nest high in the rigging, watching for the prey, whales are seen, the boats are lowered, the monsters are struck, they lash the sea into a foam, they dive and rise, and are again struck, and after losing a boat or two by its struggles the prize is secured and towed to the vessel, 'cut in,' and 'tried out.' Want of room forbids our noticing even the most prominent features of this fine picture. Particularly interesting to us were the splendid views of Rio Janeiro, Cape Horn with its storms, wrecks, and icebergs, Juan Fernandez, Cape of Good Hope, and St. Helena. Shoals of Dolphins and various novelties of the sea are introduced, the absence of which disappointed many in Mr. Bayne's attempt at a Voyage to Europe.

Indeed, of the many panoramas which have lately been on exhibition, we have seen none so instructive, interesting or artistically beautiful as this voyage around the world.

SOMERSETS.—Among the highly interesting incidents presented to view by the Panorama of a Voyage Round the World, at Amory Hall, is one where a whale tosses a boat's crew high in the air, and they are seen coming down head foremost, sprawling in a great variety of shapes. The audience is told that these are some of the somersets performed on the North-West Coast, in which many of the performers go as high as "fifty-four forty." If the alternative were offered to us, to take one of these airings or "plight," we should certainly go it on the Hyer principle, and run the risk of "getting into chancery." The whaling panorama is not only a well executed painting, but it abounds in exciting scenes, which impart to it a peculiar attractiveness.

## EVENING TRANSCRIPT.

TUESDAY EVENING, JAN 30.

NEW AND INTERESTING PANORAMA.—THE WHALE FISHERY.—A VOYAGE ROUND THE WORLD. This noble and elaborate work of art, which has been executed by Messrs Russell and Purrington of New Bedford, Mass, is now on exhibition in this city. While a great number of panoramas have followed upon the successful works of Bayne and Banvard, these enterprising gentlemen seem to have struck into an entirely new path, and to have produced something at once interesting, instructive and unique. It will be impossible to present in detail all the features of this novel exhibition, but a few of its leading characteristics may be glanced at.

A whaler, leaving the city of New Bedford, of which an admirable view is presented, pursues her way across the trackless deep, in pursuit of her gigantic prey. Passing her companions, now outward, now inward bound, and now in distress, she encounters all the vicissitudes of the ocean, and battles successfully with the tempest. Soon the boats are down, and in pursuit of whales. Passing the isle of Pico, and taking a glance at its celebrated Peak, with the island of Graciosa in the distance, we are at Fayal, and of course enraptured with its novel, and enchanting scenery. Vessels of all descriptions, and of every nation are about us, and here the whaling adventures are renewed.

Once more upon the waters! And, paying our respects to the Cape de Verd Islands, to St Nicholas, St Jago with the town of Port Praya, the volcano of Fogo, and the most beautiful of the group, Bravo, we are off Rio Janeiro, and passing Fort Santa Croix and the town of Rio Grande with its numerous steamers, ships of the line, barges, and yachts, we arrive at the capital city, of which a very excellent view is presented. Next come whaling scenes of the River La Plate, and we are initiated into the mysteries of cutting in. But we must not linger; for a long voyage is before us. We are now bound round Cape Horn, in company with half a dozen others, some of them in a very queer plight as you may see, having been rather roughly treated by the fickle element. There is the famous old Cape! And hard work shall we have to weather it, what with the wind, the sea, the cold, and those ugly islands of ice. Ha! there founders a brother whaler—the crew are leaving her—we must make room for them on board. Well, we are fairly round at last.

What is that? Why that is nothing but the celebrated island Juan Fernandez, Robinson Crusoe's own. You can see his very cavern and his goats if you will. And this? This is the equally celebrated Pitcairn's Island, where lived John Adams, and the other mutineers of the Bounty, and where still live their descendants. Yonder lie the remains of the old ship. Now for the Washington Islands! Here is Ropoe, with its wonderful conical peaks, some of them 4000 feet high, as you may see. But it would take more space than we have to spare were we to point out all the beauties which await us. The wonders and the glories of the Pacific, Typee, Nimka-beeva, Hueheina, Otaheite, Owhyhee, Mauco, Labai, Lahueua Lulu—all the loveliness of their scenery, all the luxuriance of their vegetation, all the singularity and picturesqueness of their costume, are here brought home to us. Then comes whaling upon the northwest coast. Then we have in turn the beautiful Fejees, and that Paradise of the world the Bay of Islands, Cape Town, and St Helena, with a view of the late Emperor Napoleon's residence.

In extent and variety of objects, this panorama surpasses any ever exhibited in the United States. It is executed principally from drawings made by Mr Russell upon the very spots represented; and its accuracy is vouched for by all who have visited the scenes it presents. Such another opportunity of "going round the world" will scarcely ever be again presented to our "stay at home people;" and we hope that old and young will improve it.

The Panorama of a Whaling Voyage, at Amory Hall, is one of the best things in its line that we have ever seen; and we are glad to learn that it is well appreciated by the community. It will remain here a short time, and can be seen every evening, and also Wednesday and Saturday afternoons.

adjourned.

THE WHALING PANORAMA.—There has never been an exhibition in our city which more thoroughly combined wholesome amusement with sound instruction than the Whaling Panorama now on exhibition, at Amory Hall. It displays the manner in which is carried on one of those great pursuits in which the mariners of America have exceeded those of all other nations, even the most renowned for daring enterprise, and maritime skill, and for which more than seventy years ago, they were highly praised by Edmund Burke. The variety of scenes, and of climate, for which this Panorama is remarkable, is eminently well calculated to develop in the youthful mind that spirit of inquiry which often leads to great ends; and must be very pleasing even to the mature intellect, the more so that the artist has evinced wonderful power in performing his work. The spectator is taken round the world, and made acquainted with its various climes, and comes away deeply impressed with the magnificence and beauty of Nature's abundant gifts to man. We cannot too strongly commend this singularly beautiful and effective exhibition to all who are fond of enlightened amusement; and we do not doubt of its proprietors meeting with an ample reward for their endeavors to suit an intelligent community.

### AMUSEMENTS.

THE WHALING PANORAMA.—Have you seen the Whaling Panorama, a description of a Whaling Voyage, with its eventful and exciting scenes, now on exhibition at Amory Hall? If not, we would counsel you to lose no time in so doing; for a more pleasing and unique exhibition has never been offered in this city. The panorama commences with New Bedford, the great depot for whalers, where you embark in one of those superb crafts, and soon are on the trackless deep where pass before you all the varied scenes and incidents peculiar to an ocean life. After touching at the Cape de Verdes, which form a charming portion of the panorama, the voyage is continued on amidst a crowd of exciting incidents to Rio Janeiro; a fine view of which city is given, with its harbor and shipping. After leaving Rio, the whaler's course is directed to the formidable Cape Horn, which is reached and passed amid storm and tempest, of which many who leave for El Dorado have but little conception. In this section, Robinson Crusoe's island, and his identical associates are to be seen; Pitcairn's island and the Sandwich Islands, with the natives engaged in their several pursuits and employments, forming a most instructive and entertaining chapter. In section fourth Cape Town is reached, after a visit to the Fejee islands, New Zealand, and other groups, and finally St. Helena, most interesting spot to all, from its having been the prison and having witnessed the last hours of one of the most remarkable men of modern times. Here may be seen Jamestown, Longwood, Napoleon's residence, etc. With St. Helena the picture closes.

We could fill several columns with a sketch of this interesting exhibition. Suffice it to say, that its peculiar characteristic—the picture of a whaling voyage—it affords a vast amount of useful information. The whole business of whaling; that exciting and perilous profession in which so many of our hardy countrymen are engaged, is given with the utmost minuteness and fidelity too, as many of the old whalers will have seen it testify. This valuable panorama is close immediately, and we would say to every woman and child, see the "Whaling Voyage" without delay.

### AMUSEMENTS.

AMORY HALL. The Whaling Panorama is to be exhibited this afternoon at 3 o'clock for the children of the Franklin School. There are also other schools about visiting it, and large audiences are nightly witnessing this grand and stupendous picture. Go early if you want a choice of seats.

A NEW PANORAMA.—"Peters's great series Panorama of the Connecticut River," with the cities, towns and villages upon its bank, sea and shore of Long Island Sound, &c., painted on 30,000 feet of Canvass, will soon be exhibited to the public. We hear it highly spoken of by those who have had to do at it. It will first be placed on exhibition at Amory Hall, Portland.

WHALERS.—The whaling fleet of the United States consists of 580 ships, 20 brigs, and 13 schooners—total 613; of which 249 sail from New Bedford, 69 from Nantucket, 53 from New London, 49 from Fairhaven, 41 from Sag Harbor, 21 from Stonington, and from 1 to 15 from twenty-three other places.



George M Seaman

b

George M Seaman



Chaple & Harrison

Why am I like Texas? said the unmarried Miss Star, to a bashful wooer, who did not spunk up, as the saying is.  
I do not know, said the green one.  
Because I am a lone star?  
Then, said the fellow, brightening up, let me propose annexation.



SHIP  
PANAMA  
SAILED, FROM, FALL,  
RIVER, APRIL, XII  
MDCCCXLII



TO THE  
REVEREND

THE  
PRESIDENT  
OF THE  
AMERICAN  
MEDICAL ASSOCIATION

Dear Sir:

I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the subject of the proposed amendment to the constitution of the American Medical Association, and in reply to inform you that the same has been forwarded to the Executive Committee for their consideration.

I am, Sir, very respectfully,  
Your obedient servant,  
J. M. Smith



April 12<sup>th</sup> 1842 Sailed On A Whaling Voyage

Apr<sup>th</sup> From Fall River And Coasted 3 Months on the  
Charleston Ground before going into Fayal

July the 1<sup>st</sup> Went in left the h of the same

Made all of the Azores or western Isles

From there Made the Capes De Verde, Brava  
Fogo and the Canary Islands

Sept From there to the Island of St Anns on the  
Bazils then lay 3 Weeks and Words

Oct Doubled Cape Horn in the Month of October

In the Month of November Anchored at the  
Island of Loughermariere in Company with the  
Barkent Goulard of New Bedford and waited

Dec<sup>th</sup> Went in to Valparaiso on the same got an Anchor

Jan

January 1843

Jan<sup>th</sup> Cruising Round Leon and Mascaron saw nothing

Feb Made the Saint Felix Islands cruised a month  
took 2 large Whales

March Cruising on the line saw but few Whales

Apr Cruising Down on the line to the Western

May Made the Marques Islands saw nothing

Buoe Chanre of Island

June Made the Society Islands  
Went in to Piateri bay 1 Month

July 2<sup>nd</sup> Bunch of 4 or 5

August Made the Navigator Bought logs and yams







Acquired From the Friend Vermilion Oak

A new Island has been discovered between Valparaiso and  
 Tahiti Lat  $21^{\circ}10'$  South Long  $138^{\circ}54'$  West by Capt B. J.  
 Simmons of the Brigantine Faith. He went completely  
 around and found it about 6 miles in circumference  
 and a large lagoon in the middle of it  
 He named it the Isle of Faith

A dangerous reef has lately been discovered in  
 Lat  $3^{\circ}00'$  S. Long  $151^{\circ}13'$  West it is said to be about  
 10 miles in circumference

Both of the above Islands is down on no chart

To ascertain the Longitude by the setting of the star  
 Pole

If the observed lower limit subtract 21 miles from the sum and  
 add 21 miles to the half sum for the remainder  
 If the upper limit be observed subtract 53 miles from the sum  
 and add 53 miles to the half sum for the remainder

Example

|                           |                              |                     |
|---------------------------|------------------------------|---------------------|
| Lat. M. A.                | Latitude $21^{\circ}10'$     |                     |
| $5^{\circ}08'33''$        |                              | $050^{\circ}44'$    |
| $3^{\circ}34'$ Equation   | P. Distance $106^{\circ}43'$ | $018^{\circ}45'$    |
| $5^{\circ}12'07''$        | Upper limit $133^{\circ}53'$ |                     |
| $5^{\circ}28'40''$        | $53'$                        |                     |
| $1^{\circ}43'27''$        | $133^{\circ}00'$             |                     |
| $5^{\circ}10'21''$        | $66^{\circ}30'$              | $9^{\circ}60'40''$  |
|                           | $53'$                        | $9^{\circ}96'25''$  |
|                           | $67^{\circ}23'$              |                     |
| $155^{\circ}51'45''$ West |                              | $19^{\circ}63'54''$ |
|                           |                              | $9^{\circ}81'7''$   |



# A Log Kept on Board Ship

| H  | K | M | Course  | Winds | Duration | Remarks                                                                                                                                                                                                           |
|----|---|---|---------|-------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  |   |   |         |       |          |                                                                                                                                                                                                                   |
| 4  | 2 |   | S by E  | E     | 1/2      | At 3 o'clock the Island of Bolabola one of the Society Islands born ESE per compass 40 miles from which I take my departure. All these 24 hours pleasant moderate weather carrying all sail by the wind to the S. |
| 6  | 2 | 1 |         |       |          |                                                                                                                                                                                                                   |
| 8  | 2 | 1 |         |       |          |                                                                                                                                                                                                                   |
| 10 | 2 | 1 |         |       |          |                                                                                                                                                                                                                   |
| 12 | 2 | 1 | S 1/2 E |       |          |                                                                                                                                                                                                                   |
| 2  | 2 |   |         |       |          |                                                                                                                                                                                                                   |
| 4  | 2 |   |         |       |          |                                                                                                                                                                                                                   |
| 6  | 2 |   |         |       |          |                                                                                                                                                                                                                   |
| 8  | 2 |   | S       | ESE   |          |                                                                                                                                                                                                                   |
| 10 | 2 |   |         |       |          |                                                                                                                                                                                                                   |
| 12 | 2 |   |         |       |          | Variation 1/2 point Easterly                                                                                                                                                                                      |

| Course | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude in      |
|--------|------|------|-----|-------|-------|------|-------------------|
|        |      | Lat  |     | D.R.  | by    | Long | D.R. Sun by Chron |
| S 54 W | 51   | 32   | 3   | 17 01 | 17 03 | 3    | 152 42            |

## Wednesday Dec 24<sup>th</sup> 1845

| H  | K | M | Course | Winds  | Duration | Remarks                                                                                                   |
|----|---|---|--------|--------|----------|-----------------------------------------------------------------------------------------------------------|
| 2  | 1 |   | S by E | E by S | 1/2      | All these 24 hours nearly calm watches employed in sundry jobs about the rigging so wind another 24 hours |
| 4  | 1 |   |        |        |          |                                                                                                           |
| 6  | 1 |   |        |        |          |                                                                                                           |
| 8  | 1 |   |        |        |          |                                                                                                           |
| 10 | 1 |   |        |        |          |                                                                                                           |
| 12 | 1 |   |        |        |          |                                                                                                           |
| 2  | 2 |   |        |        |          |                                                                                                           |
| 4  | 2 |   |        |        |          |                                                                                                           |
| 6  | 2 |   |        |        |          |                                                                                                           |
| 8  | 2 |   |        |        |          |                                                                                                           |
| 10 | 1 |   |        |        |          | Variation 1/2 point Easterly                                                                              |
| 12 |   |   |        |        |          |                                                                                                           |

| Course | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude in      |
|--------|------|------|-----|-------|-------|------|-------------------|
|        |      | Lat  |     | D.R.  | by    | Long | D.R. Sun by Chron |
| S      | 30   | 30   | 00  | 17 31 | 17 33 | 00   | 152 42 W          |



# Brunswick of New Bedford Capt. J. C. Macey

4 K M Course Wind & Sea Remarks Thursday Dec 25 1845

First part of these 24 hours calm at 2 A.M. a light breeze from the E carried all sail to the S. so on do these 24 hours watches employed in ship duty

S by E E by S  $\frac{1}{2}$

Variation  $\frac{1}{2}$  point easterly

| Course | Dist | Diff | Dep | Lat   | Lat | Diff      | Longitude | in    |
|--------|------|------|-----|-------|-----|-----------|-----------|-------|
|        |      |      |     | D.R.  | by  | Long      | D.R.      | known |
|        | 24   | 24   | 00  | 17.55 | 00  | 152.40.00 |           |       |

Friday Dec 26<sup>th</sup> 1845

K M Course Wind & Sea Remarks on board Dec 26<sup>th</sup>

S by W ESE  $\frac{1}{2}$

All these 24 hours very moderate pleasant weather all sail set making the best of our way to the S. so on do these 24 hours

Variation  $\frac{1}{2}$  point easterly

| Course | Dist | Diff | Dep | Lat   | Lat | Diff      | Longitude | in    |
|--------|------|------|-----|-------|-----|-----------|-----------|-------|
|        |      |      |     | D.R.  | by  | Long      | D.R.      | known |
|        | 48   | 45   | 18  | 18.39 | 20  | 153.02.00 |           |       |



A Log kept on board Ship Brunswick of New Bedford

| Hour | Bar | Therm   | Winds   | Sea | Remarks                                                                                                                                                                     |
|------|-----|---------|---------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2    |     |         |         |     |                                                                                                                                                                             |
| 4    | 2   | E by E  | S. E    | 1/2 | First part of these 24 hours moderate and pleasant carrying all sail in all part equally sailing weather carrying sail as the breeze requires latter part pleasant so clear |
| 6    | 2   | S.      | E by S. |     |                                                                                                                                                                             |
| 8    | 2   | S. by E | E       |     |                                                                                                                                                                             |
| 10   | 4   |         |         |     |                                                                                                                                                                             |
| 12   | 4   |         |         |     |                                                                                                                                                                             |
| 2    | 4   |         |         |     |                                                                                                                                                                             |
| 4    | 4   |         |         |     | Variation 1/2 point Easterly                                                                                                                                                |
| 6    | 4   |         |         |     |                                                                                                                                                                             |
| 8    | 4   |         |         |     |                                                                                                                                                                             |
| 10   | 4   |         |         |     |                                                                                                                                                                             |
| 12   | 4   |         |         |     |                                                                                                                                                                             |

| Course   | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude    | in    |
|----------|------|------|-----|-------|-------|------|--------------|-------|
|          | Lat  |      |     | D. R. | by    | Long | D. R.        | Chron |
| S. 3. E. | 70   | 70   | 3   | 19.47 | 20.01 | 03.  | 152. 59. 10. |       |

Sunday Decr 28<sup>th</sup> 1845

| Hour | Bar | Therm   | Winds    | Sea | Remarks                                                                    |
|------|-----|---------|----------|-----|----------------------------------------------------------------------------|
| 2    | 4   | S.      | E by S   | 1/2 | All these 24 hours pleasant breeze carrying all sail to the best advantage |
| 4    | 5   |         |          |     |                                                                            |
| 6    | 5   |         |          |     |                                                                            |
| 8    | 5   |         |          |     |                                                                            |
| 10   | 5   | S. by E | E        |     |                                                                            |
| 12   | 5   |         |          |     |                                                                            |
| 2    | 5   |         |          |     | Variation 1/2 point Easterly                                               |
| 4    | 5   | S. by W | S E by E |     |                                                                            |
| 6    | 5   |         |          |     |                                                                            |
| 8    | 5   |         |          |     |                                                                            |
| 10   | 4   |         |          |     |                                                                            |
| 12   | 4   |         |          |     |                                                                            |

| Course   | Dist | Diff | Dep | Lat    | Lat | Diff | Longitude | in    |
|----------|------|------|-----|--------|-----|------|-----------|-------|
|          | Lat  |      |     | D. R.  | by  | Long | D. R.     | Chron |
| S. 12. W | 113  | 110  | 24  | 21. 39 |     | 26.  | 153. 28   |       |



# Capt J. C. Noy From the Pacific Ocean to the United States

| H  | H | H | Course  | Windy  | Seaway |
|----|---|---|---------|--------|--------|
| 2  | 3 |   | S       | E by S | 1/2    |
| 4  |   |   | calm    |        |        |
| 6  |   |   |         |        |        |
| 8  | 2 |   | S. S. W | S. E   | 5      |
| 10 | 1 | 1 |         |        |        |
| 12 | 1 | 1 |         |        |        |
| 2  | 1 | 1 | S by E  | E      |        |
| 4  | 1 | 1 |         |        |        |
| 6  | 1 | 1 |         |        |        |
| 8  | 4 |   | S       |        |        |
| 10 | 4 |   |         |        |        |
| 12 | 4 |   |         |        |        |

Remarks Monday Dec 31

First part of the 24 hours squally rainy weather at 8 o'clock P.M. took in sail and lay by through the night it blew a gale latter part more moderate made whole topsail & end the 24

Variation 1/2 point easterly

| Course  | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude | in     |
|---------|------|------|-----|-------|-------|------|-----------|--------|
|         |      | Lat  |     | D.R.  | by    | Long | D. R.     | by     |
| S 28° W | 43   | 38   | 20  | 22.17 | 22.15 | 20   | 153.50    | 153.56 |

Tuesday Dec 31<sup>st</sup> 1845

| H  | H | H | Course | Windy | Seaway |
|----|---|---|--------|-------|--------|
| 2  | 5 |   | S      | E     | 1/2    |
| 4  | 5 |   |        |       |        |
| 6  | 4 | 1 |        |       |        |
| 8  | 4 | 1 |        |       |        |
| 10 | 4 | 1 |        |       |        |
| 12 | 4 | 1 |        |       |        |
| 2  | 4 | 1 |        |       |        |
| 4  | 4 | 1 |        |       |        |
| 6  | 4 | 1 |        |       |        |
| 8  | 4 | 1 |        |       |        |
| 10 | 4 | 1 |        |       |        |
| 12 | 4 | 1 |        |       |        |

Remarks on board

All the 24 hours strong gales and pleasant weather carrying and taking in sail as the breeze requires

Variation 1/2 point easterly

| Course  | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude | in |
|---------|------|------|-----|-------|-------|------|-----------|----|
|         |      | Lat  |     | D.R.  | by    | Long | D. R.     | by |
| S 11° W | 112  | 110  | 19  | 24.04 | 24.16 | 21   | 154.11    |    |



Log kept on board ship Brunswick of New Bedford  
 Wednesday January 1<sup>st</sup> 1846 Mistake

| Time |   | Course  | Wind   | Log | Remarks                                                                                                                                                                           |
|------|---|---------|--------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7    | 5 | S 1/2 W | E 5 E  | 1/2 | First part of this 24 hours strong breeze and cloudy overcast weather carrying all sail middle part took in fore and main topgallantails. latter part very moderate made all sail |
| 10   | 5 | S       |        |     |                                                                                                                                                                                   |
| 12   | 5 |         |        |     |                                                                                                                                                                                   |
| 2    | 5 |         |        |     |                                                                                                                                                                                   |
| 4    | 5 |         |        |     |                                                                                                                                                                                   |
| 6    | 4 | S. E    | E by S |     | Variation 5 point easterly                                                                                                                                                        |
| 8    | 3 | S       | E      |     |                                                                                                                                                                                   |
| 10   | 4 |         |        |     |                                                                                                                                                                                   |
| 12   | 5 |         |        |     |                                                                                                                                                                                   |
| 2    | 5 |         |        |     |                                                                                                                                                                                   |

| Course | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude | Long   |
|--------|------|------|-----|-------|-------|------|-----------|--------|
|        |      |      |     | D R   | Obs   | S    |           | Obs    |
| 1020   | 114  | 112  | 17  | 25.59 | 26.04 | 21   | 154.32    | 154.32 |

Thursday January 1<sup>st</sup> 1846

| Time |   | Course  | Wind   | Log | Remarks                                                                                                                                         |
|------|---|---------|--------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------|
| 2    | 4 | S 1/2 W | E by E | 1/2 | First part of this 24 hours cloudy overcast weather middle part the same latter part pleasant and moderate watch employed in preceding man sail |
| 4    | 4 | S       |        |     |                                                                                                                                                 |
| 6    | 4 |         |        |     |                                                                                                                                                 |
| 8    | 4 |         |        |     |                                                                                                                                                 |
| 10   | 4 | S by S  | N. W   |     |                                                                                                                                                 |
| 12   | 4 |         |        |     | Variation 5 point easterly                                                                                                                      |
| 2    | 4 |         |        |     |                                                                                                                                                 |
| 4    | 4 | S 1/2 W | E by S | 1/2 |                                                                                                                                                 |
| 6    | 4 | S       |        |     |                                                                                                                                                 |
| 8    | 4 |         |        |     |                                                                                                                                                 |

| Course | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | Long |
|--------|------|------|-----|-------|-----|------|-----------|------|
|        |      |      |     | D R   | Obs | S    |           | Obs  |
| 1020   | 112  | 112  | 2   | 29.11 |     | 2    | 154.30    |      |



(U.S. Navy) *Master From the Pacific Ocean to the United States*

| Time | H | IK | Course | Wind   | Sway | Remarks                          |
|------|---|----|--------|--------|------|----------------------------------|
| 12   | 4 |    | S. E.  | E by S | 1/2  | Friday Jan 2 1845                |
| 4    | 4 |    | S. E.  | E by S | 1/2  |                                  |
| 6    | 4 |    | S. E.  | E      |      | All the 24 hours cloudy overcast |
| 6    | 4 |    | S. E.  | E      |      | weather wind fresh from the      |
| 8    | 4 |    | S. E.  | E by S |      | eastward shaking the best of     |
| 10   | 4 |    | S. E.  | E by S |      | our way to the S. E. so ends     |
| 12   | 4 |    |        |        |      |                                  |
| 2    | 4 |    |        |        |      |                                  |
| 4    | 4 |    |        |        |      |                                  |
| 6    | 4 |    |        |        |      |                                  |
| 8    | 4 |    |        |        |      |                                  |
| 10   | 4 |    |        |        |      |                                  |
| 12   | 4 |    |        |        |      |                                  |

Variation 1/2 point east by

| Course | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude | in    |
|--------|------|------|-----|-------|-------|------|-----------|-------|
|        |      | Lat  |     | D R   | Obs   | Long | D R       | Chron |
| 1/4 E  | 91   | 87   | 26  | 28.38 | 28.30 | 30   | 154.00    |       |

Saturday January 3

| Time | H | IK | Course | Wind   | Sway | Remarks                              |
|------|---|----|--------|--------|------|--------------------------------------|
| 12   | 4 |    | Course | Wind   | Sw   | on board                             |
| 4    | 4 |    | S. E.  | E by S | 1/2  |                                      |
| 6    | 4 |    | S. E.  | E by S |      | All the 24 hours fine breeze from    |
| 8    | 4 |    | S. E.  | E by S |      | the eastward heading S. E. and S.    |
| 10   | 4 |    | S. E.  | E by S |      | E by S carrying all sail to the best |
| 12   | 5 |    |        |        |      | advantage water employed in ship     |
| 2    | 5 |    |        |        |      | duty                                 |
| 4    | 5 |    |        |        |      |                                      |
| 6    | 4 |    |        |        |      |                                      |
| 8    | 4 |    |        |        |      |                                      |
| 10   | 5 |    |        |        |      |                                      |
| 12   | 4 |    |        |        |      |                                      |

Variation 1/2 point east by

| Course | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-------|-----|------|-----------|-------|
|        |      | Lat  |     | D R   | Obs | Long | D R       | Chron |
| 1/4 E  | 104  | 99   | 31  | 30.17 |     | 36   | 153.24    |       |



Log kept on board Ship Brunswick of N.H. Bedford

| H  | K | M | Course   | Wind | Way | Remarks                                                                                                                                                                                |
|----|---|---|----------|------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | 5 |   | S. by S. | N.E. |     | Sunday January 4 <sup>th</sup> 1846                                                                                                                                                    |
| 4  | 5 |   |          |      |     | First part of these 24 hours strong wind from the N.E. course S. E. by S carrying us a sail to the best advantage middle part rainy weather latter part rainy weather and calm so ends |
| 5  | 5 | 1 |          |      |     |                                                                                                                                                                                        |
| 6  | 5 | 1 |          |      |     |                                                                                                                                                                                        |
| 7  | 5 | 1 |          |      |     |                                                                                                                                                                                        |
| 8  | 5 | 1 |          |      |     |                                                                                                                                                                                        |
| 9  | 5 | 1 | S.E.     |      | P   | Variation $\frac{3}{4}$ points easterly                                                                                                                                                |
| 10 | 5 | 1 | S. by S. | N.E. |     |                                                                                                                                                                                        |
| 11 | 5 |   | N.E.     |      |     |                                                                                                                                                                                        |
| 12 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 13 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 14 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 15 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 16 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 17 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 18 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 19 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 20 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 21 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 22 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 23 | 5 |   |          |      |     |                                                                                                                                                                                        |
| 24 | 5 |   |          |      |     |                                                                                                                                                                                        |

| Course    | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | Chron |
|-----------|------|------|-----|-------|-----|------|-----------|-------|
|           | Lat  |      |     | D.R.  | W.  | Long | D.R.      |       |
| S. 88° E. | 104  | 93   | 50  | 31.54 |     | 58   | 152.20    |       |

Monday January 5<sup>th</sup> 1846

| H  | K | M | Course | Wind | Way | Remarks                                                                                                                                                       |
|----|---|---|--------|------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  |   |   |        |      |     | First part of these 24 hours calm with rain and a heavy swell from the E. N.E. at 8 P.M. a breeze middle and latter part moderate breeze and pleasant weather |
| 2  |   |   |        |      |     |                                                                                                                                                               |
| 3  |   |   |        |      |     |                                                                                                                                                               |
| 4  |   |   |        |      |     |                                                                                                                                                               |
| 5  |   |   |        |      |     |                                                                                                                                                               |
| 6  |   |   |        |      |     | Variation $\frac{3}{4}$ points easterly                                                                                                                       |
| 7  |   |   |        |      |     |                                                                                                                                                               |
| 8  |   |   |        |      |     |                                                                                                                                                               |
| 9  |   |   |        |      |     |                                                                                                                                                               |
| 10 |   |   |        |      |     |                                                                                                                                                               |
| 11 |   |   |        |      |     |                                                                                                                                                               |
| 12 |   |   |        |      |     |                                                                                                                                                               |
| 13 |   |   |        |      |     |                                                                                                                                                               |
| 14 |   |   |        |      |     |                                                                                                                                                               |
| 15 |   |   |        |      |     |                                                                                                                                                               |
| 16 |   |   |        |      |     |                                                                                                                                                               |
| 17 |   |   |        |      |     |                                                                                                                                                               |
| 18 |   |   |        |      |     |                                                                                                                                                               |
| 19 |   |   |        |      |     |                                                                                                                                                               |
| 20 |   |   |        |      |     |                                                                                                                                                               |
| 21 |   |   |        |      |     |                                                                                                                                                               |
| 22 |   |   |        |      |     |                                                                                                                                                               |
| 23 |   |   |        |      |     |                                                                                                                                                               |
| 24 |   |   |        |      |     |                                                                                                                                                               |

| Course    | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | Chron |
|-----------|------|------|-----|-------|-----|------|-----------|-------|
|           | Lat  |      |     | D.R.  | W.  | Long | D.R.      |       |
| S. 44° E. | 52   | 31   | 42  | 32.25 |     | 50   | 151.34    |       |



*U.S. Ship) Martin from the Pacific Ocean to the United States*

| Hour | TH | Course  | Wind    | Log | Remarks                                                                                                                                                                                        |
|------|----|---------|---------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2    | 2  | S. by E | S. by N | 1/2 | <i>First part of these 24 hours moderate pleasant weather middle part the same tacked ship to the S.W. at 4 o'clock back again latter part moderate pleasant watches employed in ship duty</i> |
| 4    | 3  | E. S. E | S       |     |                                                                                                                                                                                                |
| 6    | 2  | E. by N | S. by E |     |                                                                                                                                                                                                |
| 8    | 2  | S. W    |         |     |                                                                                                                                                                                                |
| 10   | 2  |         |         |     |                                                                                                                                                                                                |
| 12   | 2  |         |         |     |                                                                                                                                                                                                |
| 2    | 2  |         |         |     |                                                                                                                                                                                                |
| 4    | 2  | E. by N |         |     |                                                                                                                                                                                                |
| 6    | 2  |         |         |     |                                                                                                                                                                                                |
| 8    | 3  |         |         |     |                                                                                                                                                                                                |
| 10   | 3  |         |         |     |                                                                                                                                                                                                |
| 12   | 3  |         |         |     |                                                                                                                                                                                                |
|      |    |         |         |     | <i>Variation 3 points easterly</i>                                                                                                                                                             |

| Hour | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude | Chron |
|------|------|------|-----|-------|-------|------|-----------|-------|
|      | Lat  |      |     | D.R.  | Obs   | Long | D.R.      | Lat   |
| 1/2  | 36   | 9    | 34  | 32.34 | 32.41 | 40   | 150.56    |       |

*(Wednesday) January 7<sup>th</sup> 1846*

| Hour | TH | Course  | Wind      | Log | Remarks                                                                                                                                                                                                   |
|------|----|---------|-----------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2    | 2  | E. by N | S. by E   | 1/2 | <i>First part of these 24 hours moderate breeze and pleasant weather wind light-headed to the E by N middle part calm at daylight a breeze from the N E by N made at 1 o'clock so ends these 24 hours</i> |
| 4    | 2  |         |           |     |                                                                                                                                                                                                           |
| 6    | 3  |         |           |     |                                                                                                                                                                                                           |
| 8    | 3  |         |           |     |                                                                                                                                                                                                           |
| 10   | 2  |         |           |     |                                                                                                                                                                                                           |
| 12   | 2  |         |           |     |                                                                                                                                                                                                           |
| 2    | 2  |         |           |     |                                                                                                                                                                                                           |
| 4    | 2  | S. by E |           |     |                                                                                                                                                                                                           |
| 6    | 2  |         |           |     |                                                                                                                                                                                                           |
| 8    | 3  | S. E    | N. E by N |     |                                                                                                                                                                                                           |
| 10   | 3  |         |           |     | <i>Variation 3 points easterly</i>                                                                                                                                                                        |
| 12   | 3  |         |           |     |                                                                                                                                                                                                           |

| Hour | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | Chron |
|------|------|------|-----|-------|-----|------|-----------|-------|
|      | Lat  |      |     | D.R.  | Obs | Long | D.R.      | Lat   |
| 1/2  | 41   | 15   | 38  | 32.49 |     | 45   | 150.11    |       |



A log kept on board ship Brunswick of New Bedford

| H  | K | HR | Course | Wind | Log | Remarks                                                                                                 |
|----|---|----|--------|------|-----|---------------------------------------------------------------------------------------------------------|
| 2  | 3 |    | SE     | N    |     | Thursday January 8 <sup>th</sup> 1846                                                                   |
| 4  | 3 |    |        |      |     | All these 24 hours pleasant moderate weather watches employed in sorting potatoes work on rigging &c &c |
| 6  | 3 |    |        |      |     |                                                                                                         |
| 8  | 3 |    |        |      |     |                                                                                                         |
| 10 | 3 |    |        |      |     |                                                                                                         |
| 12 | 3 |    |        |      |     |                                                                                                         |
| 2  | 3 |    |        |      |     |                                                                                                         |
| 4  | 3 |    |        |      |     |                                                                                                         |
| 6  | 3 |    |        |      |     |                                                                                                         |
| 8  | 3 |    |        |      |     |                                                                                                         |
| 10 |   |    |        |      |     |                                                                                                         |
| 12 |   |    |        |      |     |                                                                                                         |
|    |   |    |        |      |     | Variation $\frac{3}{4}$ point easterly                                                                  |

| Course | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-------|-----|------|-----------|-------|
|        |      | Lat  |     | N     | S   | Long | Dist      | Chron |
| SE     | 36   | 53   | 40  | 33.42 |     | 45   | 149.24    |       |

Friday January 9<sup>th</sup> 1846

| H  | K | HR | Course | Wind | Log | Remarks                                                                                                                                                                    |
|----|---|----|--------|------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 1 |    | SE     | N    |     | First part of these 24 hours nearly calm wind & part the same latter part fresh breeze took in fore and mizzen top sails and fly jib and the mizen top sail down to repair |
| 4  | 1 |    |        |      |     |                                                                                                                                                                            |
| 6  | 1 |    |        |      |     |                                                                                                                                                                            |
| 8  | 1 |    |        |      |     |                                                                                                                                                                            |
| 10 |   |    |        |      |     |                                                                                                                                                                            |
| 12 |   |    |        |      |     |                                                                                                                                                                            |
| 2  | 3 |    | SE     | N    | SE  |                                                                                                                                                                            |
| 4  | 3 |    |        |      |     |                                                                                                                                                                            |
| 6  | 4 |    |        |      |     |                                                                                                                                                                            |
| 8  | 3 |    |        |      |     |                                                                                                                                                                            |
| 10 | 3 |    |        |      |     |                                                                                                                                                                            |
| 12 | 3 |    |        |      |     |                                                                                                                                                                            |
|    |   |    |        |      |     | Variation $\frac{3}{4}$ point easterly                                                                                                                                     |

| Course | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-------|-----|------|-----------|-------|
|        |      | Lat  |     | N     | S   | Long | Dist      | Chron |
| SE     | 36   | 2    | 36  | 33.44 |     | 43   | 148.41    |       |

Do I know him, is him well—quite well—the old countenance a long and dark the funeral, when he very last that had rested in a his fan-



*S. V. (Ming) Master from the Pacific Ocean to the United States*

| H  | K | HK | Course      | Wind | Sway | Remarks                                                                                                                                                                            |
|----|---|----|-------------|------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11 | 3 |    | Est. E      | S. E | 1/2  | Remarks for today January 10 <sup>th</sup> 1846                                                                                                                                    |
| 2  | 3 |    |             |      |      | First part of these 24 hours fresh breezes at sunset bent upon to sail weather more moderate made all sail middle and latter part nearly calm at 11 A.M. wore ship to the S. E. W. |
| 4  | 3 |    |             |      |      |                                                                                                                                                                                    |
| 6  | 3 |    |             |      |      |                                                                                                                                                                                    |
| 8  | 3 |    |             |      |      |                                                                                                                                                                                    |
| 10 | 3 |    | E by N S. E |      |      |                                                                                                                                                                                    |
| 12 | 3 |    |             |      |      |                                                                                                                                                                                    |
| 2  | 2 |    |             |      |      |                                                                                                                                                                                    |
| 4  | 2 |    |             |      |      |                                                                                                                                                                                    |
| 6  | 2 |    |             |      |      |                                                                                                                                                                                    |
| 8  | 2 |    |             |      |      |                                                                                                                                                                                    |
| 10 | 1 |    | S by W S. E |      | 1/4  | Variation 3/4 point easterly                                                                                                                                                       |
| 12 | 1 |    |             |      |      |                                                                                                                                                                                    |

| Course | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-------|-----|------|-----------|-------|
|        |      | Lat  |     | Dec   | 184 | Long | Dec       | Green |
| 4 by E | 39   | 8    | 38  | 33.34 |     | 46   | 147.55    |       |

*Sunday January 11<sup>th</sup> 1846*

| H  | K | HK | Course      | Wind | Sway | Remarks                                                                                                                                                            |
|----|---|----|-------------|------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 2 |    | S by W S. E |      |      | First part of these 24 hours moderate breeze from the S. E. carrying all sail to the best advantage middle part the same latter part do. backed ship headed E by E |
| 4  | 2 |    |             |      |      |                                                                                                                                                                    |
| 6  | 2 |    |             |      |      |                                                                                                                                                                    |
| 8  | 3 |    | S by W      |      |      |                                                                                                                                                                    |
| 10 | 3 |    |             |      |      |                                                                                                                                                                    |
| 12 | 3 |    |             |      |      |                                                                                                                                                                    |
| 2  | 3 |    |             |      |      |                                                                                                                                                                    |
| 4  | 3 |    |             |      |      |                                                                                                                                                                    |
| 6  | 2 |    | E by S S    |      |      |                                                                                                                                                                    |
| 8  | 3 |    | E by E      |      |      | Variation 3/4 point easterly                                                                                                                                       |
| 10 | 4 |    |             |      |      |                                                                                                                                                                    |
| 12 | 4 |    |             |      |      |                                                                                                                                                                    |

| Course | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-------|-----|------|-----------|-------|
|        |      | Lat  |     | Dec   | 184 | Long | Dec       | Green |
| 4 by E | 51   | 50   | 3   | 34.34 |     | 4    | 147.51    |       |



Ship left on board Ship Brunswick of New Bedford

| H  | K | TH | Course | Winds  | Stays | Remarks                                                                          | Monday | January 12 <sup>th</sup> 1846 |
|----|---|----|--------|--------|-------|----------------------------------------------------------------------------------|--------|-------------------------------|
| 2  | 3 | 4  | E      | S by E | 1/4   | all these 24 hours moderate breeze from the S headed to the E. carrying all sail |        |                               |
| 4  | 3 | 4  |        |        |       |                                                                                  |        |                               |
| 6  | 3 | 4  |        |        |       |                                                                                  |        |                               |
| 8  | 3 | 4  |        |        |       |                                                                                  |        |                               |
| 10 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 12 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 14 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 16 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 18 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 20 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 22 | 2 | 4  |        |        |       | Variation 3/4 point easterly                                                     |        |                               |
| 24 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 26 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 28 | 2 | 4  |        |        |       |                                                                                  |        |                               |
| 30 | 2 | 4  |        |        |       |                                                                                  |        |                               |

| Course | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude | in    |
|--------|------|------|-----|-------|-------|------|-----------|-------|
|        |      | Lat  |     | D R   | W     | Long | D R       | Chron |
| W by S | 42   | 8    | 41  | 34.34 | 34.13 | 49   | 147.02    |       |

Tuesday January 13<sup>th</sup> 1846

| H  | K | TH | Course | Winds | Stays | Remarks                                                                                                                                                                                      |
|----|---|----|--------|-------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  |   |    | Calm   |       |       | First part of these 24 hours<br>calm middle part moderate<br>breeze from the N.W. course<br>S.E. by E made all sail to the<br>best advantage latter part fine<br>breeze and pleasant weather |
| 4  |   |    |        |       |       |                                                                                                                                                                                              |
| 6  |   |    |        |       |       |                                                                                                                                                                                              |
| 8  |   |    |        |       |       |                                                                                                                                                                                              |
| 10 | 2 |    | S.E.   | N.W.  |       |                                                                                                                                                                                              |
| 12 | 2 |    |        |       |       |                                                                                                                                                                                              |
| 14 | 2 |    |        |       |       |                                                                                                                                                                                              |
| 16 | 3 |    | S by E |       |       |                                                                                                                                                                                              |
| 18 | 4 | 1  |        |       |       |                                                                                                                                                                                              |
| 20 | 4 | 1  |        |       |       |                                                                                                                                                                                              |
| 22 | 5 |    |        |       |       | Variation $\frac{3}{4}$ point easterly                                                                                                                                                       |
| 24 | 5 |    |        |       |       |                                                                                                                                                                                              |
| 26 | 5 |    |        |       |       |                                                                                                                                                                                              |
| 28 | 5 |    |        |       |       |                                                                                                                                                                                              |

| Course | Dist | Diff | Dep | Lat   | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-------|-----|------|-----------|-------|
|        |      | Lat  |     | D R   | W   | Long | D R       | Chron |
| S by E | 54   | 39   | 40  | 35.13 |     | 49   | 146.15    |       |



*S. B. Almy Master from the Pacific Ocean to the United States*

|    | <i>K</i> | <i>HK</i> | <i>Course</i> | <i>Winds</i>      | <i>Surf</i> | <i>Remarks</i>                                      |
|----|----------|-----------|---------------|-------------------|-------------|-----------------------------------------------------|
| 4  |          |           |               |                   |             | Wednesday January 14 <sup>th</sup> 1846             |
| 2  | 5        |           |               | <i>Light S.W.</i> |             |                                                     |
| 4  | 5        |           |               |                   |             |                                                     |
| 6  | 5        |           |               |                   |             | First part of these 24 hours fresh gale             |
| 8  | 5        |           |               |                   |             | from the <i>S.W.</i> course <i>S. E. &amp; fall</i> |
| 6  | 5        |           |               |                   |             | part got to the best advantage middle               |
| 2  | 5        |           |               |                   |             | part foggy & dry weather at <i>S. &amp; S.W.</i>    |
| 2  | 5        |           |               |                   |             | all calm latter part the same                       |
| 4  | 4        |           |               |                   |             |                                                     |
| 6  | 4        |           |               |                   |             |                                                     |
| 8  | 4        |           |               |                   |             |                                                     |
| 10 |          |           |               |                   |             | Variation $\frac{3}{4}$ point easterly              |
| 2  |          |           |               |                   |             |                                                     |

| <i>Course</i> | <i>Dist</i> | <i>Diff</i> | <i>Dep</i> | <i>Lat</i>   | <i>Lat</i> | <i>Diff</i> | <i>Longitude</i> |
|---------------|-------------|-------------|------------|--------------|------------|-------------|------------------|
|               |             |             |            | <i>184</i>   |            |             |                  |
| <i>14 E</i>   | <i>86</i>   | <i>58</i>   | <i>64</i>  | <i>36.11</i> |            | <i>99</i>   | <i>144.54</i>    |

*Thursday January 15<sup>th</sup> 1846*

|   | <i>K</i> | <i>HK</i> | <i>Course</i> | <i>Winds</i>      | <i>Surf</i>   | <i>Remarks</i>                              |
|---|----------|-----------|---------------|-------------------|---------------|---------------------------------------------|
|   |          |           |               |                   |               |                                             |
|   |          |           |               | <i>Calm</i>       |               | First part of these 24 hours                |
| 3 |          |           |               |                   |               | calm at sunset a light breeze               |
| 3 |          |           |               | <i>Light S.W.</i> | $\frac{1}{4}$ | from the <i>E</i> headed to the <i>S.W.</i> |
| 3 |          |           |               |                   |               | middle part wind hauled to                  |
| 3 |          |           |               | <i>Light S.W.</i> |               | <i>S.E.</i> very moderate & at standing     |
| 2 |          |           |               |                   |               | latter part hazy weather with               |
| 2 |          |           |               |                   |               | a black rain fine breeze                    |
| 3 |          |           |               |                   |               |                                             |
| 4 |          |           |               |                   |               | Variation $\frac{3}{4}$ point easterly      |
| 5 |          |           |               |                   |               |                                             |
| 5 |          |           |               |                   |               |                                             |

| <i>Course</i> | <i>Dist</i> | <i>Diff</i> | <i>Dep</i> | <i>Lat</i>   | <i>Lat</i> | <i>Diff</i> | <i>Longitude</i> |
|---------------|-------------|-------------|------------|--------------|------------|-------------|------------------|
|               |             |             |            | <i>184</i>   |            |             |                  |
| <i>14 E</i>   | <i>54</i>   | <i>63</i>   | <i>18</i>  | <i>37.14</i> |            | <i>23</i>   | <i>147.31</i>    |



*A Log kept on board Ship Brunswick of New Bedford*

| H  | M  | PK | Course | Wind | Sea | Remarks                                   |
|----|----|----|--------|------|-----|-------------------------------------------|
| 11 | 2  | 3  | Light  | SW   |     | Friday January 16 <sup>th</sup>           |
| 2  | 4  | 5  |        |      |     | First part of these 24 hours fresh breeze |
| 4  | 6  | 5  |        |      |     | and pleasant weather middle part          |
| 6  | 8  | 5  |        |      |     | raining with a shift of wind making       |
| 8  | 10 | 5  |        | SW   |     | and taking in sail as the breeze abated   |
| 10 | 12 | 5  |        |      |     | latter part pleasant                      |
| 12 | 2  | 5  |        |      |     |                                           |
| 2  | 4  | 5  |        |      |     |                                           |
| 4  | 6  | 5  |        |      |     |                                           |
| 6  | 8  | 5  |        |      |     |                                           |
| 8  | 10 | 5  |        |      |     |                                           |
| 10 | 12 | 5  |        |      |     |                                           |

*Variation  $3\frac{1}{4}$  point easterly*

| Course  | Dist | Diff | Lat | Lat   | Diff  | Longitude | in       |
|---------|------|------|-----|-------|-------|-----------|----------|
|         |      |      | DB  | DB    | Long  | DB        | known    |
| N 25° E | 128  | 110  | 55  | 39.10 | 38.54 | 70        | 143.25 W |

*Saturday January 17<sup>th</sup> 1846*

| H  | M  | PK | Course | Wind | Sea           | Remarks                          |
|----|----|----|--------|------|---------------|----------------------------------|
| 11 | 2  | 5  | SE     | SW   | $\frac{3}{4}$ | All these 24 hours strong gale   |
| 2  | 4  | 4  | SE     | S    |               | and pleasant weather middle part |
| 4  | 6  | 4  | SE     | S    |               | shortened sail it blowing strong |
| 6  | 8  | 4  | SE     | S    |               | latter part the same             |
| 8  | 10 | 4  | SE     | S    |               |                                  |
| 10 | 12 | 4  | SE     | S    |               |                                  |
| 12 | 2  | 3  | SE     | S    |               |                                  |
| 2  | 4  | 3  | SE     | S    |               |                                  |
| 4  | 6  | 3  | SE     | S    |               |                                  |
| 6  | 8  | 3  | SE     | S    |               |                                  |
| 8  | 10 | 3  | SE     | S    |               |                                  |
| 10 | 12 | 3  | SE     | S    |               |                                  |

*Variation  $7^{\circ}$  easterly*

| Course  | Dist | Diff | Lat | Lat   | Diff  | Longitude | in       |
|---------|------|------|-----|-------|-------|-----------|----------|
|         |      |      | DB  | DB    | Long  | DB        | known    |
| N 25° E | 86   | 24   | 51  | 39.36 | 39.12 | 75        | 143.54 W |



Observations made from the Pacific Ocean to the United States

| H  | M | Hour | Time | Day | Remarks                                                                                   |
|----|---|------|------|-----|-------------------------------------------------------------------------------------------|
| 2  | 4 | 10   | 10   | 1/2 | Remarks Sunday Jan 18 <sup>th</sup> 1846                                                  |
| 4  | 4 |      |      |     |                                                                                           |
| 6  | 4 |      |      |     |                                                                                           |
| 8  | 1 | 10   | 10   | 1/2 | All these 24 hours strong gales and pleasant weather carrying sail as the breeze requires |
| 10 | 5 |      |      |     |                                                                                           |
| 12 | 5 |      |      |     |                                                                                           |
| 2  | 5 |      |      |     |                                                                                           |
| 4  | 6 |      |      |     |                                                                                           |
| 6  | 6 |      |      |     |                                                                                           |
| 8  | 5 |      |      |     |                                                                                           |
| 10 | 5 |      |      |     |                                                                                           |
| 12 | 5 |      |      |     |                                                                                           |

Variation 1/4 point easterly

| Course | Dist | Diff | Dep | Lat   | Lat    | Diff | Long | if made in    |
|--------|------|------|-----|-------|--------|------|------|---------------|
|        |      | Lat  |     | ED 16 | 16 1/2 | Long | Diff | Long by Chron |
| 155° E | 116  | 64   | 95  | 40.42 | 40.37  | 124  | 139  | 32            |

Monday January 17<sup>th</sup> 1846

| H  | M | Hour | Time | Day | Remarks                                  |
|----|---|------|------|-----|------------------------------------------|
| 2  | 4 | 10   | 10   | 1/2 | Remarks Monday Jan 17 <sup>th</sup> 1846 |
| 4  | 4 |      |      |     |                                          |
| 6  | 3 |      |      |     |                                          |
| 8  | 3 |      |      |     |                                          |
| 10 | 3 |      |      |     |                                          |
| 12 | 2 |      |      |     |                                          |
| 2  | 2 |      |      |     |                                          |
| 4  | 2 |      |      |     |                                          |
| 6  |   |      |      |     |                                          |
| 8  |   |      |      |     |                                          |
| 10 |   |      |      |     |                                          |
| 12 |   |      |      |     |                                          |

All these 24 hours moderate breeze and pleasant weather

There is an error in the longitude of this day's work as well as the day following we instead of subtracting we add the difference of longitude it is very strongly added

Variation 7° E

Correct Longitude 138° 38' West

| Course | Dist | Diff | Dep | Lat   | Lat    | Diff | Long | if made in    |
|--------|------|------|-----|-------|--------|------|------|---------------|
|        |      | Lat  |     | ED 16 | 16 1/2 | Long | Diff | Long by Chron |
| 155° E | 116  | 18   | 42  | 41.00 |        | 54   | 140  | 49            |



Log kept on board ship Brunswick of New Bedford

| H  | M  | W  | TH | Course | Wind | Time | Remarks                                |
|----|----|----|----|--------|------|------|----------------------------------------|
| 11 | 2  | 2  |    |        |      |      | Thursday January 20 <sup>th</sup> 1856 |
| 2  | 4  | 4  |    |        |      |      | All this 24 hours, much rain           |
| 4  | 6  | 6  |    |        |      |      |                                        |
| 6  | 8  | 8  |    |        |      |      |                                        |
| 8  | 10 | 10 |    |        |      |      |                                        |
| 10 | 12 | 12 |    |        |      |      |                                        |
| 12 | 2  | 2  |    |        |      |      |                                        |
| 2  | 4  | 4  |    |        |      |      |                                        |
| 4  | 6  | 6  |    |        |      |      |                                        |
| 6  | 8  | 8  |    |        |      |      |                                        |
| 8  | 10 | 10 | 3  |        |      |      |                                        |
| 10 | 12 | 12 | 3  |        |      |      |                                        |
| 12 |    |    |    |        |      |      |                                        |

Correct Longitude  
138.46 W

Variation 7° E

| Course   | Dist | Diff Lat | Diff Long | Lat   | Long | Time   | Remarks |
|----------|------|----------|-----------|-------|------|--------|---------|
| W. by S. | 22   | 14       | 17        | 42.14 | 23   | 140.29 |         |

Friday January 21<sup>st</sup> 1856

| H  | M  | W | TH | Course | Wind | Time | Remarks |
|----|----|---|----|--------|------|------|---------|
| 1  | 2  | 3 |    |        |      |      |         |
| 2  | 4  | 3 |    |        |      |      |         |
| 3  | 6  | 3 |    |        |      |      |         |
| 4  | 8  | 3 |    |        |      |      |         |
| 5  | 10 | 3 |    |        |      |      |         |
| 6  | 12 | 3 |    |        |      |      |         |
| 7  | 2  | 3 |    |        |      |      |         |
| 8  | 4  | 3 |    |        |      |      |         |
| 9  | 6  | 3 |    |        |      |      |         |
| 10 | 8  | 2 |    |        |      |      |         |
| 11 | 10 | 2 |    |        |      |      |         |
| 12 | 12 | 3 |    |        |      |      |         |

All this 24 hours pleasant weather  
breeze from the N.E. course as the  
sailing all sail to the best advan-  
tage

Correct Longitude  
137.22 West

Variation 1/4 point E

| Course   | Dist | Diff Lat | Diff Long | Lat   | Long | Time   | Remarks |
|----------|------|----------|-----------|-------|------|--------|---------|
| N. by E. | 68   | 56       | 39        | 42.14 | 55   | 139.24 |         |



U.S. Army Master from the Pacific Ocean to the United States

| H  | K | M | hours | Winds | Stays | Remarks                                        |
|----|---|---|-------|-------|-------|------------------------------------------------|
| 2  | 4 |   | S.E.  | Nbly  |       | Thursday Jan <sup>y</sup> 22 <sup>d</sup> 1844 |
| 4  | 4 |   |       |       |       |                                                |
| 6  | 4 |   |       |       |       |                                                |
| 8  | 4 |   |       |       |       |                                                |
| 10 | 4 |   |       |       |       |                                                |
| 12 | 4 |   |       |       |       |                                                |
| 2  | 4 |   |       |       |       |                                                |
| 4  | 4 |   |       |       |       |                                                |
| 6  | 4 |   |       |       |       |                                                |
| 8  | 4 |   |       |       |       |                                                |
| 10 | 4 |   |       |       |       |                                                |
| 12 | 4 |   |       |       |       |                                                |

All these 24 hours very moderate pleasant weather carrying all sail to the best advantage

Corrected Longitude  
136.14

Variation 9° E

| Course   | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude in |
|----------|------|------|-----|-------|-------|------|--------------|
|          |      |      |     | Dr    | By    | Dr   | Sum by Chron |
| P. S. E. | 96   | 77   | 54  | 43.24 | 43.38 | 14   | 135.54       |

Friday January 23<sup>d</sup> 1844

| H  | K | M | hours | Winds | Stays | Remarks |
|----|---|---|-------|-------|-------|---------|
| 2  | 3 |   | Nbly  | E     |       |         |
| 4  | 3 |   |       |       |       |         |
| 6  | 3 |   |       |       |       |         |
| 8  | 3 |   |       |       |       |         |
| 10 | 3 |   |       |       |       |         |
| 12 | 3 |   |       |       |       |         |
| 2  |   |   | Calms |       |       |         |
| 4  |   |   |       |       |       |         |
| 6  |   |   |       |       |       |         |
| 8  | 3 |   | Nbly  | W     |       |         |
| 10 | 3 |   |       |       |       |         |
| 12 | 3 |   |       |       |       |         |

All these 24 hours pleasant weather and moderate breeze from the eastward headed by the wind to the S. carrying all sail to the best advantage

Variation 9° E

| Course   | Dist | Diff | Dep | Lat   | Lat   | Diff | Longitude in |
|----------|------|------|-----|-------|-------|------|--------------|
|          |      |      |     | Dr    | By    | Dr   | Sum by Chron |
| P. S. E. | 55   | 34   | 4   | 44.32 | 44.33 | 1    | 136.10       |
|          |      |      |     |       |       |      | 136.37       |
|          |      |      |     |       |       |      | 136.50       |



# A Log kept on board Ship Brunswick of New Bedford

| H  | H  | K | HR | Course | Winds | Sway | Remarks                                                                                                                                                                                                                                                   |
|----|----|---|----|--------|-------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 4  | 3 |    | SE     | E     |      | <p>First part of these 24 hours moderate pleasant weather wind light from eastward headed by the wind to the S carrying all sail to the best advantage. latter part cloudy over cast weather rather breezy.</p> <p>Variation <math>7^{\circ}</math> E</p> |
| 4  | 4  | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 6  | 6  | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 8  | 8  | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 10 | 10 | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 12 | 12 | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 2  | 2  | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 4  | 4  | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 6  | 6  | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 8  | 8  | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 10 | 10 | 3 |    |        |       |      |                                                                                                                                                                                                                                                           |
| 12 | 12 | 4 |    |        |       |      |                                                                                                                                                                                                                                                           |

| Course | Dist | Diff | Dep | Lat | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-----|-----|------|-----------|-------|
|        |      |      |     | D R | W   |      | D R       | Chron |
| S. 11  | 65   | 64   | 13  | 45  | 36  | 18   | 135 52    |       |

## Sunday January 25<sup>th</sup> 1846

| H  | K | HR | Course | Winds | Sway | Remarks                                                                                                                                                                                                                                  |
|----|---|----|--------|-------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 5 |    | SE     | NE    |      | <p>All these 24 hours cloudy over cast weather and strong breeze middle part took in royal fore and snizentopg allan sail latter part more moderate set topgall antbails again</p> <p>Variation <math>7^{\circ}</math> point east by</p> |
| 4  | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 6  | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 8  | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 10 | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 12 | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 2  | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 4  | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 6  | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 8  | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 10 | 5 |    |        |       |      |                                                                                                                                                                                                                                          |
| 12 | 5 |    |        |       |      |                                                                                                                                                                                                                                          |

| Course | Dist | Diff | Dep | Lat | Lat | Diff | Longitude | in    |
|--------|------|------|-----|-----|-----|------|-----------|-------|
|        |      |      |     | D R | W   |      | D R       | Chron |
| SE     | 120  | 89   | 81  | 47  | 05  | 103  | 134 54    |       |



# *U.S. Navy*

| H | M | Course | Winds | Stays | Remarks                               |
|---|---|--------|-------|-------|---------------------------------------|
| 5 |   | S.S.E  | Eby S | 3     | Monday January 26 <sup>th</sup> 1846  |
| 5 |   |        |       |       | First part strong breeze and hazy     |
| 4 |   |        |       |       | weather carrying all sail to the      |
| 4 |   |        |       |       | S.S.E at 3 o'clock took in topgallant |
| 3 |   | Sby E  | E     | 3     | sail and fly jib at sunset double     |
| 3 | 1 |        |       |       | reefed the topsail middle part        |
| 2 | 1 |        |       |       | blowing a gale took in jib and        |
| 2 |   | S      | Eby S | 4     | mainsail and mizen topsail            |
| 2 |   |        |       |       | latter part the same                  |
| 2 |   |        |       |       | Variation 13/4 point easterly         |
| 2 |   |        |       |       |                                       |
| 2 |   |        |       |       |                                       |

| There is a mistake begun here however I shall not correct it if found it out to late |      |     |       |     |      |           |         |       |  |
|--------------------------------------------------------------------------------------|------|-----|-------|-----|------|-----------|---------|-------|--|
| Dist                                                                                 | Diff | Dep | Lat   | Lat | Diff | Longitude |         |       |  |
|                                                                                      | Lat  |     | D.M   | by  | Long | D.R       | Sun by  | Chron |  |
| 57                                                                                   | 54   | 23  | 47.37 |     | 31   | 134.35    | Mistake |       |  |
| 64                                                                                   | 44   | 23  | 48.09 |     | 27   | 134.01    | Correct |       |  |

Tuesday January 27<sup>th</sup> 1846

| H | M | Course | Winds | Stays | Remarks                             |
|---|---|--------|-------|-------|-------------------------------------|
| 2 |   | Sby W  | Eby E | 3     | First part of this 24 hours strong  |
| 2 |   |        |       |       | gales and rainy weather headed      |
| 2 |   | E      | S.P.E | 1     | by the wind to the S by W at 4 o    |
| 3 |   |        |       |       | clock were ship at 6 o'clock headed |
| 3 |   |        |       |       | E wind S middle and latter part     |
| 3 |   |        |       |       | the same so ends                    |
| 3 |   |        |       |       | Variation 1 point E                 |
| 4 |   |        |       |       |                                     |
| 4 |   |        |       |       |                                     |
| 4 |   |        |       |       |                                     |

| A horrid mistake is made in this and yesterday's days work. |      |     |       |     |      |           |        |       |  |
|-------------------------------------------------------------|------|-----|-------|-----|------|-----------|--------|-------|--|
| Dist                                                        | Diff | Dep | Lat   | Lat | Diff | Longitude |        |       |  |
|                                                             | Lat  |     | D.M   | by  | Long | D.R       | Sun by | Chron |  |
| 58                                                          | 5    | 58  | 48.04 |     | 48   | 133.17    |        |       |  |
| 71                                                          | 4    | 71  | 48.13 |     | 1.48 | 133.03    |        |       |  |

A mistake is corrected as far as here I shall go no farther with  
 my departure from the first latitude and Longitude  
 will endeavour to be more correct for the future



44 kept on board Ship Brunswick of New Bedford

| H  | K | H  | K   | Course | Winds | Log | Remarks                         |
|----|---|----|-----|--------|-------|-----|---------------------------------|
| 2  | 3 | 4  | 1/4 | Eby    | W     |     | Wednesday Jan 28                |
| 4  | 3 | 6  | 1/4 |        |       |     | All these 24 hours strong gale  |
| 6  | 3 | 8  | 1/4 |        |       |     | a heavy sea running from the    |
| 8  | 3 | 10 | 1/4 |        |       |     | W course & under whole main top |
| 10 | 3 | 12 | 1/4 |        |       |     | and reef fore and main          |
| 12 | 3 | 2  | 1/4 |        |       |     | latter part from moderate made  |
| 2  | 3 | 4  | 1/4 |        |       |     | sail that would draw            |
| 4  | 3 | 6  | 1/4 |        |       |     |                                 |
| 6  | 3 | 8  | 1/4 |        |       |     |                                 |
| 8  | 3 | 10 | 1/4 |        |       |     |                                 |
| 10 | 3 | 12 | 1/4 |        |       |     | Variation 1 point east          |
| 12 | 4 |    |     |        |       |     |                                 |

| Course | Dist | Diff | Dep | Lat M | Lat Ob | Diff | Longitude | Chrom |
|--------|------|------|-----|-------|--------|------|-----------|-------|
| E      | 168  | 00   | 168 | 48.04 | 48.32  | 256  | 129.01    |       |

Thursday Jan 29<sup>th</sup> 1846

| H  | K | H  | K   | Course | Winds | Log | Remarks                            |
|----|---|----|-----|--------|-------|-----|------------------------------------|
| 2  | 5 | 4  | 1/4 | E      | Wby   |     | First part of these 24 hours from  |
| 4  | 5 | 6  | 1/4 |        |       |     | gale from the W course & under     |
| 6  | 5 | 8  | 1/4 |        |       |     | part the same latter part moderate |
| 8  | 5 | 10 | 1/4 |        |       |     | so ends                            |
| 10 | 5 | 12 | 1/4 |        |       |     |                                    |
| 12 | 5 | 2  | 1/4 |        |       |     |                                    |
| 2  | 5 | 4  | 1/4 |        |       |     |                                    |
| 4  | 5 | 6  | 1/4 |        |       |     |                                    |
| 6  | 5 | 8  | 1/4 |        |       |     |                                    |
| 8  | 5 | 10 | 1/4 |        |       |     | Variation 1 point east             |
| 10 | 5 | 12 | 1/4 |        |       |     |                                    |
| 12 | 5 |    |     |        |       |     |                                    |

| Course | Dist | Diff | Dep | Lat M | Lat Ob | Diff | Longitude | Chrom |
|--------|------|------|-----|-------|--------|------|-----------|-------|
| E      | 134  | 26   | 131 | 48.30 | 48.48  | 176  | 125.45    |       |



Shipping Master from the Pacific Ocean to the United States

| H. M. |  | Courses | Winds | Days | Remarks                                     |
|-------|--|---------|-------|------|---------------------------------------------|
| 4     |  | E       | N.W.  |      | Friday Jan 30 <sup>th</sup> 1846            |
| 4     |  | Calm    |       |      | First part of these 24 hours pleasant       |
| 3     |  | E       | S     |      | not middle part fresh breeze                |
| 4     |  |         |       |      | and squally rain. weather took              |
| 4     |  |         |       |      | in light sail latter part fresh             |
| 5     |  |         |       |      | gales made all sail                         |
| 4     |  |         |       |      | Our ship has been beating this rugged       |
| 5     |  |         |       |      | weather from 3. to 4000 strokes in 24 hours |
| 3     |  | N.W.    |       |      | Variation 1 point easterly                  |
| 4     |  |         |       |      |                                             |

| Course | Dist | Diff | Dep | Lat   | Long   | Longitude in |
|--------|------|------|-----|-------|--------|--------------|
|        |      | Lat  |     |       |        | Chore        |
| 49° E  | 82   | 16   | 81  | 48.46 | 118.48 | 123.58       |

Saturday January 31<sup>st</sup> 1846

| H. M. |  | Courses | Winds | Days | Remarks                             |
|-------|--|---------|-------|------|-------------------------------------|
| 6     |  | E       | N.W.  |      | All these 24 hours pleasant weather |
| 6     |  |         |       |      | and fine breeze carrying all        |
| 6     |  |         |       |      | drawing sail                        |
| 5     |  |         |       |      |                                     |
| 5     |  |         |       |      |                                     |
| 5     |  |         |       |      |                                     |
| 5     |  |         |       |      |                                     |
| 5     |  |         |       |      |                                     |
| 5     |  |         |       |      |                                     |
| 5     |  |         |       |      | Variation 1 point easterly          |

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in   |
|--------|------|-----|-----|-------|------|----------------|
|        |      |     |     |       |      | Chore          |
| 49° E  | 130  | 25  | 128 | 49.41 | 3.15 | 126.59 mistake |
|        |      |     |     |       | 345  | 128.43         |



| No | N <sup>o</sup>   | Course | Wind | Lat | Long | Remarks                                       |
|----|------------------|--------|------|-----|------|-----------------------------------------------|
| 1  | N <sup>o</sup> 1 | E      | SW   |     |      | Monday 24 <sup>th</sup> Apr <sup>l</sup> 1844 |

all these I have made  
sweeter and pleasant to  
carry, all sail to the best  
advantage

Variation Point E

Monday February 2 1844

First part of these 24 hours  
strong breeze and hazy weather  
wind N. by E. headed to the eastward  
at 4 o'clock took in light sail  
and double reefed fore and main  
topsail made all the part moderate  
made all sail latter part nearly  
calm and thick fog

Variation 1 point east

|                          |               |              |              |        |
|--------------------------|---------------|--------------|--------------|--------|
| Bouge Dist East Sep 1896 | Long. 70° 16' | Lat. 29° 58' | Elev. 49.57' | Chron. |
|--------------------------|---------------|--------------|--------------|--------|



U.S. Army Master from the Pacific Ocean to the United States

| H | M | Course | Wind | Sea | Remarks                                                                                                                                                                                                                                                                    |
|---|---|--------|------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |   |        |      |     |                                                                                                                                                                                                                                                                            |
| 5 | 1 | Edg N  | S    | 1/2 | First part of these 24 hours thick fog and a calm middle part strong gale took in light sails and double reefed the topsails turned up warrent boat Ship beating badly this rugged weather any where from 2500 to 4000 strikes in 24 hours in good weather from 300 to 600 |
| 5 | 1 |        |      |     | Variation 1 point easterly                                                                                                                                                                                                                                                 |
| 5 | 1 |        |      |     |                                                                                                                                                                                                                                                                            |
| 5 | 1 |        |      |     |                                                                                                                                                                                                                                                                            |

| Dist | Lat | Dep | Lat   | Long  | Longitude in Chron |
|------|-----|-----|-------|-------|--------------------|
| 122  | 12  | 121 | 49.45 | 50.00 | 3.00 114.02        |

Wednesday February 4<sup>th</sup> 1846

| H | M | Course | Wind | Sea | Remarks                                                                                                                                                                                            |
|---|---|--------|------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4 | 4 | Edg N  | S    | 1/2 | First part of these 24 hours strong gales from the S. course Edg N under double reefed topsails covers and 1st part more moderate made all rain latter part the same but for 24 hours 2200 strikes |
| 4 | 4 |        |      |     | Variation 1 point easterly                                                                                                                                                                         |
| 4 | 4 |        |      |     |                                                                                                                                                                                                    |
| 4 | 4 |        |      |     |                                                                                                                                                                                                    |
| 4 | 4 |        |      |     |                                                                                                                                                                                                    |

| Dist | Lat | Dep | Lat   | Long | Longitude in Chron |
|------|-----|-----|-------|------|--------------------|
| 86   | 18  | 84  | 49.27 | 2.11 | 111.51             |



| H. K. H. | Course | Wind | Saw | Remarks | Thursday | Feb 7 <sup>th</sup> 1846 |
|----------|--------|------|-----|---------|----------|--------------------------|
| 2        | 15     | SE   |     |         |          |                          |

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in<br>D. R. | Chien |
|--------|------|-----|-----|-------|------|-----------------------|-------|
| 465 E  | 14   | 7   | 14  | 47.34 | 21   | 111.00                |       |

Friday February 6<sup>th</sup> 1846

|    |   |
|----|---|
| 7  | 1 |
| 6  | 1 |
| 8  | 1 |
| 5  | 1 |
| 12 | 3 |
| 2  | 4 |
| 4  | 5 |
| 11 | 5 |
| 8  | 5 |
| 10 | 5 |
| 12 | 5 |

calm and foggy midday a light breeze latter part a fine breeze all sail to the best advantage

NW

Variation 1 point easterly

| Course             | Dist | Lat | Dep | Lat | Long | Lat  | Long   | Time | Chron |
|--------------------|------|-----|-----|-----|------|------|--------|------|-------|
| Byg <sup>e</sup> E | 74   | 14  | 73  | 47  | 48   | 1.54 | 149.56 |      |       |



Shipping Master from the Pacific Ocean to the United States

| K  | M | Course | Windy    | Sea | Remarks                                |
|----|---|--------|----------|-----|----------------------------------------|
| 5  |   | E      | 1        | 1/4 | Saturday February 7 <sup>th</sup> 1846 |
| 5  |   |        |          |     | All these 24 hours thick foggy weather |
| 5  |   |        |          |     | and moderate breeze.                   |
| 5  |   |        |          |     |                                        |
| 5  |   |        |          |     |                                        |
| 5  |   |        |          |     |                                        |
| 5  |   |        |          |     |                                        |
| 5  |   |        |          |     |                                        |
| 4  |   |        |          |     |                                        |
| 3  |   |        |          |     |                                        |
| 13 |   |        |          |     |                                        |
|    |   |        | N.W. 1/2 |     | Variation 1/2 East                     |

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in Chron |
|--------|------|-----|-----|-------|------|--------------------|
| 71° E  | 110  | 34  | 114 | 50.22 | 2.42 | 106.50             |

Sunday February 8<sup>th</sup> 1846

| K  | M  | Course | Windy  | Sea | Remarks                               |
|----|----|--------|--------|-----|---------------------------------------|
| 2  | 11 | E      | 1      | 1/2 | First part of these 24 hours moderate |
| 1  | 24 |        |        |     | breezy and foggy weather carrying all |
| 1  | 24 |        |        |     | well to the best advantage            |
| 8  | 3  |        |        |     |                                       |
| 10 | 3  |        |        |     |                                       |
| 12 | 2  |        |        |     |                                       |
| 2  | 3  |        |        |     |                                       |
| 4  | 3  |        |        |     |                                       |
| 4  | 1  | 1/2    | E by S |     |                                       |
| 8  | 1  |        |        |     | Variation 1/2 East                    |
| 10 | 1  |        |        |     |                                       |
| 12 | 1  |        |        |     |                                       |

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in Chron |
|--------|------|-----|-----|-------|------|--------------------|
| 74° E  | 50   | 23  | 48  | 50.40 | 74   | 106.40             |



Log kept on board Ship Brunswick of New Bedford

Monday February 9<sup>th</sup> 1846

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

All these 24 hours thick foggy weather and a fine breeze carrying all sail to the best advantage

Variation  $1\frac{1}{4}$  point East

| Course   | Dist | Lat | Dep | Lat   | Long  | Long | Chron  |
|----------|------|-----|-----|-------|-------|------|--------|
| W. by S. | 124  | 51  | 121 | 51.15 | 51.24 | 191  | 102.29 |

Tuesday February 10<sup>th</sup> 1846

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

Winds & Direction

All these 24 hours moderate breeze and foggy weather carrying all sail to the best advantage

Variation  $1\frac{1}{4}$  point East

| Course   | Dist | Lat | Dep | Lat   | Long | Long   | Chron |
|----------|------|-----|-----|-------|------|--------|-------|
| W. by S. | 76   | 28  | 78  | 31.40 | 2.56 | 100.00 |       |



| Hour | Course | Wind | Log | Remarks |
|------|--------|------|-----|---------|
| 1    | Off    | SW   |     |         |
| 2    |        |      |     |         |
| 3    |        |      |     |         |
| 4    |        |      |     |         |
| 5    |        |      |     |         |
| 6    |        |      |     |         |
| 7    |        |      |     |         |
| 8    |        |      |     |         |
| 9    |        |      |     |         |
| 10   |        |      |     |         |
| 11   |        |      |     |         |
| 12   |        |      |     |         |
| 13   |        |      |     |         |
| 14   |        |      |     |         |
| 15   |        |      |     |         |
| 16   |        |      |     |         |
| 17   |        |      |     |         |
| 18   |        |      |     |         |
| 19   |        |      |     |         |
| 20   |        |      |     |         |
| 21   |        |      |     |         |
| 22   |        |      |     |         |
| 23   |        |      |     |         |
| 24   |        |      |     |         |

All these 24 hours strong gales in a  
 foggy rainy weather carrying all  
 sail set to the best advantage

Variation  $1\frac{1}{4}$  point eastward

| <i>Name</i> | <i>Vest</i> | <i>Dat</i> | <i>Dep</i> | <i>Lat D.</i> | <i>R</i> | <i>Lat City</i> | <i>Along</i> | <i>Longitude</i> | <i>Chron</i> |
|-------------|-------------|------------|------------|---------------|----------|-----------------|--------------|------------------|--------------|
| 2           |             |            |            |               |          |                 |              |                  |              |
| 10° 6'      | 14"         | 50         | 128°       | 52.30         | 52.44    | S. 44           | 76.19        |                  |              |

Thursday February 12<sup>th</sup> 1844

| W. H. | Barom. | Winds   | Therm.  | Remarks                                                                                    |
|-------|--------|---------|---------|--------------------------------------------------------------------------------------------|
| 5     | 1      | E 1/2 N | N 1/2 W | All these 24 hours strong gales and foggy weather carrying the sail to the best advantage. |
| 5     | 1      |         |         |                                                                                            |
| 5     | 1      |         |         |                                                                                            |
| 5     | 1      |         |         |                                                                                            |
| 4     |        |         |         | Midnight                                                                                   |
| 4     |        |         |         |                                                                                            |
| 4     |        |         |         |                                                                                            |
| 4     |        |         |         |                                                                                            |
| 4     |        |         |         |                                                                                            |
| 4     |        |         |         | Variation 1 3/4 point easterly                                                             |

| Course | Dist | Lat  | Dep  | Lat D R | Lat by Long | Longitude by Chron |
|--------|------|------|------|---------|-------------|--------------------|
| 1/4 E  | 15.2 | 03.4 | 14.9 | 50.28   | 4.54        | 92.15              |



*Atty kept on board Ship Brunswick of New Bedford*

| H  | K | M | Course | Winds   | Way | Remarks                                                                                                |
|----|---|---|--------|---------|-----|--------------------------------------------------------------------------------------------------------|
| 1  | 0 | 0 | Byt    | N.W.    |     | First part of these 24 hours strong gale and foggy weather carrying all sail at 4 o'clock took in main |
| 2  | 3 | 0 |        | W       |     | poor all top gallants tudding sails and                                                                |
| 4  | 3 | 0 |        | W. by W |     | poor top gallant sails jibs latter                                                                     |
| 6  | 3 | 0 |        |         |     | part made all sail again weather                                                                       |
| 8  | 3 | 0 |        |         |     | more moderate still thick fog                                                                          |
| 10 | 3 | 0 |        | N.W.    |     | lost for the 24 hours has been about                                                                   |
| 12 | 3 | 0 |        |         |     | 4000 strokes                                                                                           |
| 2  | 3 | 0 |        |         |     |                                                                                                        |
| 4  | 3 | 0 |        |         |     |                                                                                                        |
| 6  | 3 | 0 |        |         |     |                                                                                                        |
| 8  | 3 | 0 |        |         |     |                                                                                                        |
| 10 | 3 | 0 |        |         |     |                                                                                                        |
| 12 | 3 | 0 |        |         |     |                                                                                                        |

*Variation 2 points easterly*

| Course  | Dist | Lat | Dep   | Lat   | Long | Long  | Chron |
|---------|------|-----|-------|-------|------|-------|-------|
| N. by E | 28   | 144 | 53.51 | 55.59 | 4.05 | 88.10 |       |

*Saturday February 14<sup>th</sup> 1846*

| H  | K | M | Course | Winds   | Way | Remarks                            |
|----|---|---|--------|---------|-----|------------------------------------|
| 2  | 0 | 1 | Byt    | N.W.    |     | all these 24 hours strong gale and |
| 4  | 0 | 1 |        |         |     | foggy weather carrying all down    |
| 6  | 0 | 1 |        | W. by W |     | Sail                               |
| 8  | 0 | 1 |        |         |     | lost 3500 strokes the 24 hours     |
| 10 | 0 | 1 |        |         |     |                                    |
| 12 | 0 | 1 |        |         |     |                                    |
| 2  | 0 | 1 |        | W       |     |                                    |
| 4  | 0 | 1 |        |         |     |                                    |
| 6  | 0 | 1 |        |         |     |                                    |
| 8  | 0 | 1 |        |         |     |                                    |
| 10 | 0 | 1 |        |         |     |                                    |
| 12 | 0 | 1 |        |         |     |                                    |

*Variation 2 points easterly*

| Course  | Dist | Lat   | Dep | Lat | Long | Long  | Chron |
|---------|------|-------|-----|-----|------|-------|-------|
| N. by E | 14   | 54.28 |     |     | 4.07 | 84.00 |       |

*My Name is Hanes.*  
 thousands of people  
 name is Hanes,  
 a place or a  
 from whence  
 common  
 and in Geor  
 Kansas: it is in  
 W. W. WYMAN  
 by her on my  
 her on my credit,  
 is to forbid all per-  
 and perform the  
 without a good  
 took with her  
 life Mary Ann left  
 it is the for tat with a  
 wing advertisement from the



*U. S. Navy Master from the Pacific Ocean to the United States*

| K | HR | Course | Wind   | Hour | Remarks                                            |
|---|----|--------|--------|------|----------------------------------------------------|
| 7 |    | E by N | W by S |      | Sunday February 15 <sup>th</sup> 1844              |
| 7 |    |        |        |      | First part of this 24 hours strong gales and       |
| 7 |    |        |        |      | specially weather carried away topmast and top all |
| 7 |    |        |        |      | antennas and tacks and after guy to the lower      |
| 7 |    |        |        |      | studding sail at sunset took in light sails not    |
| 7 |    |        |        |      | being able to steer her with such a press of sail  |
| 7 |    |        |        |      | middle part more moderate made all sail            |
| 7 |    |        |        |      | latter part the same so ends                       |
| 5 |    |        |        |      |                                                    |
| 5 | 1  |        |        |      |                                                    |
| 5 | 1  |        |        |      |                                                    |
| 5 | 1  |        |        |      |                                                    |
| 5 | 1  |        |        |      |                                                    |
| 5 | 1  |        |        |      |                                                    |

*Variation 2 1/4 points easterly*

| Course             | Dist | Lat | Dep | Lat D. N | Lat by | Diff Long | Longitude in |
|--------------------|------|-----|-----|----------|--------|-----------|--------------|
|                    |      |     |     |          |        |           | Chron        |
| 16 <sup>th</sup> E | 142  | 35  | 138 | 55.03    | 55.04  | 4.01      | 80.02        |

*Monday February 16<sup>th</sup> 1844*

| K | HR | Course | Wind   | Hour | Remarks                                  |
|---|----|--------|--------|------|------------------------------------------|
| 7 |    | E by N | W by S |      | First part of this 24 hours fine breeze  |
| 7 |    |        |        |      | and pleasant weather saw a ship          |
| 7 |    |        |        |      | I lifted to speak him but he took no     |
| 7 |    |        |        |      | notice of a poor whaler man he being     |
| 7 |    |        |        |      | merchantman middle part the same         |
| 7 |    |        |        |      | latter part blowing a gale took in light |
| 7 |    |        |        |      | sails so ends this 24 hours              |
| 5 |    |        |        |      |                                          |
| 5 | 1  |        |        |      |                                          |
| 5 | 1  |        |        |      |                                          |
| 5 | 1  |        |        |      |                                          |
| 5 | 1  |        |        |      |                                          |
| 5 | 1  |        |        |      |                                          |

*Variation 2 1/4 points easterly*

| Course             | Dist | Lat | Dep | Lat D. N | Lat by | Diff Long | Longitude in |
|--------------------|------|-----|-----|----------|--------|-----------|--------------|
|                    |      |     |     |          |        |           | Chron        |
| 16 <sup>th</sup> E | 169  | 49  | 161 | 55.53    |        | 4.48      | 75.14        |



A Log kept on board Ship Brunswick of New Bedford

| Hour | K  | M | Course | Wind  | Day | Remarks                                                                                                                        |
|------|----|---|--------|-------|-----|--------------------------------------------------------------------------------------------------------------------------------|
| 11   | 2  | 6 | 1      | E S E | NW  |                                                                                                                                |
| 12   | 4  | 6 | 1      |       |     |                                                                                                                                |
| 1    | 6  | 6 | 1      |       |     |                                                                                                                                |
| 2    | 8  | 5 | 1      | W NW  |     | First part of these 24 hours strong gale and foggy weather middle part the latter part pleasant moderate weather as need to be |
| 3    | 10 | 5 |        |       |     |                                                                                                                                |
| 4    | 2  | 5 |        |       |     |                                                                                                                                |
| 5    | 4  | 5 |        | N N W |     | Got a lunar observation by observing the distance of the sun and moon                                                          |
| 6    | 6  | 4 |        |       |     |                                                                                                                                |
| 7    | 8  | 4 |        |       |     |                                                                                                                                |
| 8    | 10 | 4 |        | N     |     | Variation 2 1/4 point easterly                                                                                                 |
| 9    | 12 | 4 |        |       |     |                                                                                                                                |

| Course | Dist  | Lat | Dep | Lat   | Long  | Long | Longitude in Chron |
|--------|-------|-----|-----|-------|-------|------|--------------------|
| By     | 8 1/2 | 41  | 115 | 56.34 | 56.44 | 3.21 | 71.53              |
|        |       |     |     |       |       |      | 71.29.45           |

Wednesday February 18<sup>th</sup> 1844

| Hour | K  | M | Course | Wind | Day | Remarks                                                                                                                                        |
|------|----|---|--------|------|-----|------------------------------------------------------------------------------------------------------------------------------------------------|
| 2    | 4  | 4 | E S E  | NW   |     | First part of these 24 hours fine pleasant weather and very moderate saw a sail to leeward middle part thick fog latter part the same so ended |
| 3    | 6  | 4 |        |      |     |                                                                                                                                                |
| 4    | 8  | 4 | N E E  | W NW |     |                                                                                                                                                |
| 5    | 10 | 4 |        |      |     |                                                                                                                                                |
| 6    | 12 | 3 | N E E  |      |     |                                                                                                                                                |
| 7    | 2  | 3 |        |      |     |                                                                                                                                                |
| 8    | 4  | 2 |        |      |     |                                                                                                                                                |
| 9    | 6  | 2 |        | NW   |     |                                                                                                                                                |
| 10   | 8  | 2 |        |      |     |                                                                                                                                                |
| 11   | 10 | 2 |        |      |     |                                                                                                                                                |
| 12   | 12 | 2 |        |      |     |                                                                                                                                                |

Variation 2 1/4 point easterly

| Course | Dist  | Lat | Dep | Lat | Long  | Long | Longitude in Chron |
|--------|-------|-----|-----|-----|-------|------|--------------------|
| By     | 3 1/2 | 43  | 12  | 41  | 54.32 | 2.11 | 69.42              |



10  
11  
12

Variation

Friday February 20<sup>th</sup> 1846

Variation 2 points easterly

| Course  | Dist | Lat | Dep | Lat   | W | Lat | Mag | Ch Long | Longitude | Ch | Chron |
|---------|------|-----|-----|-------|---|-----|-----|---------|-----------|----|-------|
| N 55. E | 94   | 57  | 77  | 54.55 |   |     |     | 2.44    | 64.50     |    |       |



# At night on board Ship Brunswick of New Bedford

Winds, Day, Remarks, Saturday February 21<sup>st</sup> 1846

|    |    |   |   |   |
|----|----|---|---|---|
| H  | K  | H | W | W |
| 2  | 2  |   |   |   |
| 4  | 4  |   |   |   |
| 6  | 6  |   |   |   |
| 8  | 8  |   |   |   |
| 10 | 10 |   |   |   |
| 12 | 12 |   |   |   |
| 2  | 2  |   |   |   |
| 4  | 4  |   |   |   |
| 6  | 6  |   |   |   |
| 8  | 8  |   |   |   |
| 10 | 10 |   |   |   |
| 12 | 12 |   |   |   |

First part of these 24 hours calm and overcast weather at 4 o'clock a light air, middle and latter part the same so ends

N.N.E. (W.S.)

Variation 3 points easterly

| Dist      | Lat | Dep | Lat N | Lat S | Long | Longitude in Chron |
|-----------|-----|-----|-------|-------|------|--------------------|
| N 55.2 16 | 40  | 52  | 54.15 | 54.17 | 1.01 | 62.00              |

## Sunday February 22<sup>nd</sup> 1846

|    |   |   |   |   |
|----|---|---|---|---|
| H  | K | H | W | W |
| 2  | 4 |   |   |   |
| 4  | 2 |   |   |   |
| 6  | 3 |   |   |   |
| 8  | 0 |   |   |   |
| 10 | 2 |   |   |   |
| 12 | 2 |   |   |   |
| 2  | 2 |   |   |   |
| 4  | 3 |   |   |   |
| 6  | 4 |   |   |   |
| 8  | 4 |   |   |   |
| 10 | 4 |   |   |   |
| 12 | 4 |   |   |   |

All these 24 hours moderate overcast weather carrying all drawing sail, this moderate weather ship heaves but very little hardly 40 strokes in 24 hours

Variation 3 points easterly

| Dist      | Lat | Dep | Lat N | Lat S | Long | Longitude in Chron |
|-----------|-----|-----|-------|-------|------|--------------------|
| N 55.6 74 | 42  | 60  | 53.55 |       | 1.45 | 66.51              |



# *P. C. Mory Master from the Pacific Ocean to the United States*

| H  | K | HL | Courses | Winds | Day | Remarks                                                                                                                                                                                             |
|----|---|----|---------|-------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 5 |    | N by E  | N NW  |     | Monday February 23 <sup>rd</sup> 1846                                                                                                                                                               |
| 4  | 6 |    |         |       |     | All these 24 hours strong gales from the S. W. and pleasant weather at sunset saw one of the Fathland Islands bearing W by S per compass distance 20 miles. The part was off Berkey sound so ended. |
| 6  | 6 |    |         |       |     |                                                                                                                                                                                                     |
| 8  | 6 |    | NW      | W NW  |     |                                                                                                                                                                                                     |
| 10 | 6 |    |         |       |     |                                                                                                                                                                                                     |
| 12 | 6 |    |         |       |     |                                                                                                                                                                                                     |
| 2  | 6 |    | N by E  |       |     |                                                                                                                                                                                                     |
| 4  | 6 |    |         |       |     |                                                                                                                                                                                                     |
| 6  | 6 |    |         |       |     |                                                                                                                                                                                                     |
| 8  | 6 |    |         |       |     |                                                                                                                                                                                                     |
| 10 | 6 |    | N       |       |     |                                                                                                                                                                                                     |
| 12 | 6 |    |         |       |     | Variation 2 points easterly                                                                                                                                                                         |

| Course              | Dist | Lat | Dep | Lat   | Long  | Lat   | Long  | Longitude in Chron |
|---------------------|------|-----|-----|-------|-------|-------|-------|--------------------|
| N 35 <sup>o</sup> E | 151  | 126 | 84  | 51.42 | 57.24 | 58.24 | 58.24 |                    |

## *Tuesday February 24<sup>th</sup> 1846*

| H  | K | HL | Courses | Winds | Day | Remarks                                                                                                                                                                                                                                                                            |
|----|---|----|---------|-------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 5 |    |         |       |     | First part of these 24 hours fresh gales and pleasant weather. we have luffed in to the northward of the Fathland to catch a right whale or two if we can find him or any thing else that will make oil saw a plenty of finbacks and porpoises middle and latter part calm nearly. |
| 4  | 4 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 6  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 8  | 2 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 10 | 2 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 12 | 1 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 2  | 1 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 4  | 1 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 6  | 1 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 8  | 1 |    |         |       |     |                                                                                                                                                                                                                                                                                    |
| 10 | 1 |    |         |       |     | Variation 12 points easterly                                                                                                                                                                                                                                                       |
| 12 | 1 |    |         |       |     |                                                                                                                                                                                                                                                                                    |

| Course              | Dist | Lat | Dep | Lat   | Long | Lat   | Long | Longitude in Chron |
|---------------------|------|-----|-----|-------|------|-------|------|--------------------|
| N 32 <sup>o</sup> W | 45   | 58  | 24  | 50.48 | 58   | 57.25 |      |                    |



A Log kept on board Ship Brunswick of New Bedford

| Day | Hour | Lat | Long | Wind     | Remarks                                          |
|-----|------|-----|------|----------|--------------------------------------------------|
| 19  | 2    | 3   |      | W        | Remarks: Monday, February 26 <sup>th</sup> 1846. |
| 20  | 4    | 3   |      | W        | First part of these 24 hours pleasant            |
| 21  | 6    | 3   |      |          | weather and moderate breeze, middle              |
| 22  | 8    | 2   |      |          | part commenced blowing on took in light          |
| 23  | 10   | 4   |      |          | sail and double reefed the topsails              |
| 24  | 12   | 4   | W    | NW 1/2   | latter part blowing heavy with a heavy           |
| 25  | 2    | 3   |      |          | sea running close reefed the topsails            |
| 26  | 4    | 3   |      |          | took in jib and mainsail. no more                |
| 27  | 6    | 2   |      |          | ship heaving like blaze                          |
| 28  | 8    | 2   | PE   | NW 2 1/2 |                                                  |
| 29  | 10   | 2   |      |          | Variation 1 1/4 points easterly                  |
| 30  | 12   | 2   |      |          |                                                  |

|                  | Bearing | Dist | Lat | Dep | Lat N <sup>o</sup> | Lat by Long | Longitude | Remarks |
|------------------|---------|------|-----|-----|--------------------|-------------|-----------|---------|
| N <sup>o</sup> 8 | N. E    | 22   | 22  | 65  | 57.26              | 0.00        | 57.22     |         |

Thursday February 26<sup>th</sup> 1846

| H  | K | PK | W. or S. | W. or S. | W. or S. |
|----|---|----|----------|----------|----------|
| 2  | 1 |    | S. E.    | W. by N. | W. by N. |
| 4  | 1 |    |          |          |          |
| 6  | 1 |    |          |          |          |
| 8  | 2 |    |          |          |          |
| 10 | 3 |    | P. 10.   | S. 10.   |          |
| 12 | 3 |    |          |          |          |
| 2  | 2 |    |          |          |          |
| 4  | 2 |    |          |          |          |
| 6  | 3 |    |          |          |          |
| 8  | 3 |    |          |          |          |
| 10 | 4 |    |          |          |          |
| 12 | 5 |    |          |          |          |
| 2  | 5 |    |          |          |          |
| 4  | 6 |    |          |          |          |
| 6  | 7 |    |          |          |          |

First part of these 24 hours blowing again laying too under close reefed to sails at 8 o'clock more moderate but double reefed to sails middle part pleasant and very moderate made all sail to the best advantage latter part the same

Variation 12 points easterly.

|                  | Source | Dist | Lat | Dep | Lat | Dist | Lat | Long | Sight by Chron |
|------------------|--------|------|-----|-----|-----|------|-----|------|----------------|
| 19 <sup>th</sup> | 10     | 55   | 52  | 18  | 47  | 34   | 28  | 59   | 50             |



U.S. Navy Master from the Pacific Ocean to the United States 1846

| Hour | Course | Wind | Log | Remarks                               |
|------|--------|------|-----|---------------------------------------|
| 1    | 140    | 140  | 140 | Friday February 27 <sup>th</sup> 1846 |
| 2    | 140    | 140  | 140 |                                       |
| 3    | 140    | 140  | 140 |                                       |
| 4    | 140    | 140  | 140 |                                       |
| 5    | 140    | 140  | 140 |                                       |
| 6    | 140    | 140  | 140 |                                       |
| 7    | 140    | 140  | 140 |                                       |
| 8    | 140    | 140  | 140 |                                       |
| 9    | 140    | 140  | 140 |                                       |
| 10   | 140    | 140  | 140 |                                       |
| 11   | 140    | 140  | 140 |                                       |
| 12   | 140    | 140  | 140 |                                       |

At this 24 hours first gale and pleasant weather carrying all sail to the best advantage

Variation  $1\frac{1}{2}$  points easterly

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in Chron |
|--------|------|-----|-----|-------|------|--------------------|
| 140    | 160  | 160 | 41  | 46.51 | 56   | 60.46              |

Saturday February 28<sup>th</sup> 1846

| Hour | Course | Wind | Log | Remarks |
|------|--------|------|-----|---------|
| 2    | 140    | 140  | 140 |         |
| 4    | 140    | 140  | 140 |         |
| 6    | 140    | 140  | 140 |         |
| 8    | 140    | 140  | 140 |         |
| 10   | 140    | 140  | 140 |         |
| 12   | 140    | 140  | 140 |         |

At these 24 hours first breeze making the best of our way to the N. carrying all sail to the best advantage so much that 24 hours over performing

Variation  $1\frac{1}{2}$  points easterly

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in Chron |
|--------|------|-----|-----|-------|------|--------------------|
| 140    | 179  | 174 | 26  | 45.22 | 58   | 61.24              |



Log kept on board Ship Brunswick of New Bedford

| Hour | Bar | Therm | Winds | Log | Remarks                                       |
|------|-----|-------|-------|-----|-----------------------------------------------|
| 12   | 6   | Hydr  | Light |     | Remarks Sunday February 27 <sup>th</sup> 1844 |
| 2    | 6   | Hydr  | " "   |     | First part of these 24 hours strong gale      |
| 4    | 6   |       |       |     | and pleasant weather                          |
| 6    | 5   | Hydr  |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
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| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
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| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
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| 12   | 6   |       |       |     |                                               |
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| 12   | 6   |       |       |     |                                               |
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| 12   | 6   |       |       |     |                                               |
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| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
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| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
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| 4    | 6   |       |       |     |                                               |
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| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
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| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
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| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |
| 4    | 6   |       |       |     |                                               |
| 6    | 6   |       |       |     |                                               |
| 8    | 6   |       |       |     |                                               |
| 10   | 6   |       |       |     |                                               |
| 12   | 6   |       |       |     |                                               |
| 2    | 6   |       |       |     |                                               |



6. My Master from the Pacific Ocean the United States

| W | IK | Course | Winds | Day | Remarks | March 2 <sup>d</sup> 1846 |
|---|----|--------|-------|-----|---------|---------------------------|
| 5 |    | N 2 E  | S     |     |         |                           |
| 5 |    |        |       |     |         |                           |
| 6 |    |        |       |     |         |                           |
| 4 |    |        |       |     |         |                           |
| 5 |    |        |       |     |         |                           |
| 5 |    |        |       |     |         |                           |
| 5 |    |        |       |     |         |                           |
| 5 | 1  |        |       |     |         |                           |
| 5 | 1  |        |       |     |         |                           |
| 5 | 1  |        |       |     |         |                           |
| 5 | 1  |        |       |     |         |                           |

All these 24 hours strong gale from S carrying all sail nearly middle part little moderate latter part the same a plenty of pinbacks

Variation 15 points easterly

| Course | Dist | Lat | Long | Lat   | Long  | Time | Other |
|--------|------|-----|------|-------|-------|------|-------|
| N 2 E  | 120  | 41  | 104  | 41.17 | 41.09 | 2.20 | 57.15 |

Wednesday March 3<sup>d</sup> 1846

| W | IK | Course | Winds | Day | Remarks |
|---|----|--------|-------|-----|---------|
| 5 |    | N 2 E  | S     |     |         |
| 4 |    |        |       |     |         |
| 3 |    |        | S W   |     |         |
| 2 |    |        |       |     |         |
| 1 |    |        |       |     |         |
| 1 |    |        | N W   |     |         |
| 1 |    |        |       |     |         |
| 2 |    |        |       |     |         |
| 3 |    |        |       |     |         |
| 4 |    |        |       |     |         |
| 4 |    |        |       |     |         |

All these 24 hours pleasant moderate weather carrying all sail to the best advantage so much another long 24 hours looking for a large sperm whale or half a dozen small ones saw a carcass to windward good sign

Variation 15 points easterly

| Course | Dist | Lat | Long | Lat   | Long | Time  | Other |
|--------|------|-----|------|-------|------|-------|-------|
| N 2 E  | 69   | 32  | 60   | 40.45 | 1.19 | 55.41 |       |



Left on board Ship *Buenavista* of the Bedford

Day Remarks Thursday March 4<sup>th</sup> 1846

First part of this 24 hours pleasant weather and strong breeze. At 4 o'clock spoke ship *Seine* of New Bedford. She was full bound and from Pacific Ocean through the Straits of Magellan had a very good time and no difficulty whatever. Middle part blowing a gale with rain. Latter part the same as in another 24 hours.

Variation 15 points easterly

| Course  | Dist | Lat     | Dep      | Lat | Long   | Longitude | Chron |
|---------|------|---------|----------|-----|--------|-----------|-------|
| N 1/2 E | 110  | 28° 14' | 140° 17' |     | 2° 42' | 50° 02'   |       |

Friday March 5<sup>th</sup> 1846

| H  | K | HR | Course  | Wind | Day |
|----|---|----|---------|------|-----|
| 2  | 6 |    | N 1/2 E | NW   |     |
| 4  | 6 |    |         |      |     |
| 6  | 6 |    |         |      |     |
| 8  | 6 |    |         |      |     |
| 10 | 6 |    |         |      |     |
| 12 | 6 |    |         |      |     |
| 2  | 6 |    |         |      |     |
| 4  | 6 |    |         |      |     |
| 6  | 6 |    |         |      |     |
| 8  | 6 |    |         |      |     |
| 10 | 6 |    |         |      |     |
| 12 | 6 |    |         |      |     |

All these 24 hours strong gale and pleasant weather. First part under short sail. Middle part more moderate. Latter part the same as in another 24 hours.

Variation 15 points easterly

| Course  | Dist | Lat     | Dep      | Lat | Long   | Longitude | Chron |
|---------|------|---------|----------|-----|--------|-----------|-------|
| N 1/2 E | 110  | 28° 14' | 140° 17' |     | 2° 42' | 50° 02'   |       |

And notes on the weather, and other particulars, as they may occur, to be written in this column.

Well, what is your feeling, for he was p...  
Objection! How can you...  
to go on my knees to him, an



| No. | Name         | Rank    | Company        | Remarks                   |
|-----|--------------|---------|----------------|---------------------------|
| 1   | Wm. H. Brown | Private | 1st Regt. N.Y. | Discharged March 6th 1846 |

| Dist  | Lat | Dep | Lat | W     | Long  | Long  | Angle | in    |
|-------|-----|-----|-----|-------|-------|-------|-------|-------|
|       |     |     |     |       |       | D. R. | Sum   | Chron |
| 55. E | 120 | 67  | 105 | 38.28 | 38.24 | 2.09  | 47.35 |       |

Sunday March 7<sup>th</sup> 1854

|           |          |          |           |             |      |        |         |
|-----------|----------|----------|-----------|-------------|------|--------|---------|
| Longitude | Latitude | Altitude | Barometer | Thermometer | Wind | Clouds | Remarks |
| 133° 12'  | 51° 36'  | 10       | 40.47     |             |      |        |         |



on to the but-  
house  
the butter is plenty strong enough  
to make 11 or 12 cakes  
if it is  
the butter is plenty strong enough  
to make 11 or 12 cakes  
if it is

# Ship Brunswick of New Bedford

Monday March 8th 1846

| Hour | Course | Wind | Day |
|------|--------|------|-----|
| 2    | N      | E    |     |
| 4    | N      | E    |     |
| 6    | N      | E    |     |
| 8    | N      | E    |     |
| 10   | N      | E    |     |
| 12   | N      | E    |     |
| 2    | N      | E    |     |
| 4    | N      | E    |     |
| 6    | N      | E    |     |
| 8    | N      | E    |     |
| 10   | N      | E    |     |
| 12   | N      | E    |     |

All these 24 hours pleasant moderate weather carrying all sail to the best advantage to day without on the boatswain picked from his chest \$45 in gold and silver whoever it was that took the money was good enough to have suspicion on a certain person but not strong enough to do any thing with him

Variation 1 point easterly

| Course | Dist | Lat | Long | Longitude in Chron |
|--------|------|-----|------|--------------------|
| N 2 E  | 76   | 74  | 20   | 84.28              |
|        |      |     |      | 21 45.35           |

## Thursday March 9th 1846

| Hour | Course | Wind | Day |
|------|--------|------|-----|
| 2    | N      | E    |     |
| 4    | N      | E    |     |
| 6    | N      | E    |     |
| 8    | N      | E    |     |
| 10   | N      | E    |     |
| 12   | N      | E    |     |
| 2    | N      | E    |     |
| 4    | N      | E    |     |
| 6    | N      | E    |     |
| 8    | N      | E    |     |
| 10   | N      | E    |     |
| 12   | N      | E    |     |

All these 24 hours fresh breeze and pleasant weather carrying all sail to the best advantage to day close by steering to the N. N. E. corner of B. E.

Variation 2 1/2 point easterly

| Course | Dist | Lat | Long | Longitude in Chron |
|--------|------|-----|------|--------------------|
| N 2 E  | 75   | 83  | 40   | 85.15              |
|        |      |     |      | 25 45.29           |



| K | W | Course    | Wings | Length | Remarks        | Wednesday | March 10 <sup>th</sup> 1846 |
|---|---|-----------|-------|--------|----------------|-----------|-----------------------------|
| 5 |   | Sub. Nest | 2     |        |                |           |                             |
| 5 |   |           |       |        | There 24 hours |           |                             |

At three 34 hours pleasant moderate  
weather carrying all sail at the  
best advantage.

Variation  $\frac{3}{4}$  points easterly

|                       |              |         |               |
|-----------------------|--------------|---------|---------------|
| Case Dist. Chas. Dep. | Lark M. Lark | D. Lang | Son, study in |
|                       |              |         | Lar. by John  |
| 6120                  | 99           | 67      | 18126         |
|                       |              | 99      | 44.11         |

Thursday March 11<sup>th</sup> 1846

|   |   |         |      |      |                                                                                                  |
|---|---|---------|------|------|--------------------------------------------------------------------------------------------------|
| W | H | Courses | Wind | Hour |                                                                                                  |
| 4 |   | N.E.    | N.W. | E    | First part of these 24 being pleasant weather and moderate I sail ahead steering in for the land |
| 4 |   |         |      |      |                                                                                                  |
| 4 |   |         |      |      |                                                                                                  |

*pleasant and moderate*

Variation to poss. & Cartley

|        |      |     |     |     |                |      |      |       |       |      |
|--------|------|-----|-----|-----|----------------|------|------|-------|-------|------|
| Course | Dist | Bat | Dep | Lat | N <sup>o</sup> | East | Long | Large | Small | n    |
|        |      |     |     |     |                |      |      |       |       | Chas |
| 49 E   | 50   | 9   | 49  | 31  | 27             |      | 58   | 43    | 12    |      |



Log kept on board Ship Brunswick of New Bedford

Remarks: Friday March 12<sup>th</sup> 1846

All these 24 hours very pleasant moderate carrying all sail to the advantage watches in fore & aft rigging so much that 24 hours took from a large sperm whale

Variation 3 point easterly

| Hour | Dist | Lat | Long | Lat | Long | Lat | Long | Lat | Long |
|------|------|-----|------|-----|------|-----|------|-----|------|
| 6    | 60   | 53  | 50   | 22  | 00   | 57  | 57   | 42  | 15   |

Saturday March 13<sup>th</sup> 1846

All these 24 hours pleasant moderate weather carrying all sail to the best advantage

Variation 2 point easterly

| Hour | Dist | Lat | Long | Lat | Long | Lat | Long | Lat | Long |
|------|------|-----|------|-----|------|-----|------|-----|------|
| 7    | 69   | 53  | 9    | 20  | 21   | 57  | 2    | 41  | 46   |



K. M. Comp. 10115 Bay Remarks Sunday March 14<sup>th</sup> 1846

| Lat | Long | Lat | Long  | Lat | Long | Lat   | Long | Lat | Long |
|-----|------|-----|-------|-----|------|-------|------|-----|------|
| 96  | 9    | 96  | 32.00 |     | 1.53 | 40.07 |      |     |      |

|   |   |         |         |                                                                                                                                                                                                                                                               |
|---|---|---------|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| H | M | Courier | Landing | July                                                                                                                                                                                                                                                          |
| B | E | N.E.    | 1/2     | All these 24 hours pleasant moderate weather carrying all sail to the best advantage to the eastward at 6 O'clock PM spoke Brig Troy of Bristol Capt Smithell. No mos out 200 lbs spearm oil reported Dark Ann Maria Capt Jefferson of Fall River 8 mos clean |
| D |   |         |         | Variation 2 point easterly                                                                                                                                                                                                                                    |
| F |   |         |         |                                                                                                                                                                                                                                                               |
| G |   |         |         |                                                                                                                                                                                                                                                               |
| H |   |         |         |                                                                                                                                                                                                                                                               |
| I |   |         |         |                                                                                                                                                                                                                                                               |
| J |   |         |         |                                                                                                                                                                                                                                                               |
| K |   |         |         |                                                                                                                                                                                                                                                               |
| L |   |         |         |                                                                                                                                                                                                                                                               |
| M |   |         |         |                                                                                                                                                                                                                                                               |
| N |   |         |         |                                                                                                                                                                                                                                                               |
| O |   |         |         |                                                                                                                                                                                                                                                               |
| P |   |         |         |                                                                                                                                                                                                                                                               |
| Q |   |         |         |                                                                                                                                                                                                                                                               |
| R |   |         |         |                                                                                                                                                                                                                                                               |
| S |   |         |         |                                                                                                                                                                                                                                                               |
| T |   |         |         |                                                                                                                                                                                                                                                               |
| U |   |         |         |                                                                                                                                                                                                                                                               |
| V |   |         |         |                                                                                                                                                                                                                                                               |
| W |   |         |         |                                                                                                                                                                                                                                                               |
| X |   |         |         |                                                                                                                                                                                                                                                               |
| Y |   |         |         |                                                                                                                                                                                                                                                               |
| Z |   |         |         |                                                                                                                                                                                                                                                               |

| Year | Dist | Lat | Dep   | Lat | Long | Longitude |       |
|------|------|-----|-------|-----|------|-----------|-------|
| 1863 | 2    | 63  | 32.02 |     | 1.14 | 42.25     | Chion |



Log kept on board Ship Brunswick of New Bedford

| Hour | Lat  | Long | Course | Wind  | Day | Remarks                 |
|------|------|------|--------|-------|-----|-------------------------|
| 12   | 32 3 |      |        | Egypt | 1/2 | Tuesday March 16th 1844 |
| 2    | 4 3  |      |        |       |     |                         |
| 4    | 6 3  |      |        |       |     |                         |
| 6    | 8 3  |      |        |       |     |                         |
| 8    | 10 3 |      |        |       |     |                         |
| 10   | 12 3 |      |        |       |     |                         |
| 12   | 2 3  |      |        |       |     |                         |
| 2    | 4 3  |      |        |       |     |                         |
| 4    | 6 3  |      |        |       |     |                         |
| 6    | 8 3  |      |        |       |     |                         |
| 8    | 10 3 |      |        |       |     |                         |
| 10   | 12 3 |      |        |       |     |                         |
| 12   | 2 3  |      |        |       |     |                         |

All these 24 hours moderate pleasant weather carrying all drawing sail to the best advantage watch employed on rigging

Variation 1/2 point easterly

| Course | Lat   | Long     | Lat | Long | Lat | Long | Longitude in Chron |
|--------|-------|----------|-----|------|-----|------|--------------------|
| E      | 32 00 | 72 42.02 |     |      |     | 1.25 | 41.04              |

Wednesday March 17th 1844

| Hour | Lat | Long | Course   | Wind  | Day | Remarks |
|------|-----|------|----------|-------|-----|---------|
| 2    | 3   |      | E. N. E. | N     | 1/2 |         |
| 4    | 3   |      |          |       |     |         |
| 6    | 3   |      |          |       |     |         |
| 8    | 3   |      |          |       |     |         |
| 10   | 3   |      |          |       |     |         |
| 12   | 3   |      | N. E.    | N. W. |     |         |
| 2    | 3   |      |          |       |     |         |
| 4    | 3   |      |          |       |     |         |
| 6    | 3   |      |          |       |     |         |
| 8    | 3   |      |          |       |     |         |
| 10   | 3   |      |          |       |     |         |
| 12   | 3   |      |          |       |     |         |

First part of these 24 hours moderately pleasant weather middle part the same latter part squally rainy weather with a plenty of thunder and lightning took in sail

Variation 1/2 point easterly



U.S. Navy Master from the Pacific Ocean to the United States

| H | M | Course | Wind   | Sea | Remark                               |
|---|---|--------|--------|-----|--------------------------------------|
| 3 |   | N.E.   | N.W.   |     | Thursday March 12 <sup>th</sup> 1846 |
| 3 |   |        |        |     | All three 24 hours pleasant weather  |
| 3 |   |        |        |     | and fine breeze made all sails       |
| 4 |   |        | W.S.W. |     | anchors employed on sailing          |
| 4 |   |        |        |     |                                      |
| 5 |   |        |        |     |                                      |
| 5 |   |        |        |     |                                      |
| 5 | 1 |        | S.W.   |     |                                      |
| 5 | 1 |        |        |     |                                      |
| 5 | 1 |        |        |     | Variation 3 point easterly           |
| 5 | 1 |        |        |     |                                      |

| Course | Dist | Lat | Dep | Lat   | Long | Time  |
|--------|------|-----|-----|-------|------|-------|
| 48° E  | 108  | 73  | 80  | 30.22 | 93   | 58.10 |

Friday March 19<sup>th</sup> 1846

| H | M | Course | Wind   | Sea | Remark                                |
|---|---|--------|--------|-----|---------------------------------------|
| 4 |   | N.E.   | S.E.   |     | First part of these 24 hours fine     |
| 4 |   |        |        |     | breeze and pleasant weather middle    |
| 4 |   |        |        |     | part very moderate and cloudy weather |
| 3 |   |        |        |     | later part the same so ends these     |
| 3 |   | N.W.   | E.S.E. |     | 24 hours                              |
| 3 |   |        |        |     |                                       |
| 2 |   |        |        |     |                                       |
| 2 |   |        |        |     |                                       |
| 0 |   |        |        |     |                                       |
| 3 |   | N.W.   | E.S.E. |     | Variation 3 point easterly            |
| 3 |   |        |        |     |                                       |

| Course | Dist | Lat | Dep | Lat   | Long | Time |
|--------|------|-----|-----|-------|------|------|
| 48° E  | 70   | 52  | 46  | 29.30 | 53   | 59.7 |



A Log kept on board Ship Brunswick of New Bedford

| Hour | 11 | 10 | 9 | Course | Winds | Hour | Remarks                                |
|------|----|----|---|--------|-------|------|----------------------------------------|
| 2    | 2  | 4  | 1 | NE     | ESE   |      | Saturday March 20 <sup>th</sup> 1844   |
| 4    | 4  | 4  | 1 |        |       |      |                                        |
| 6    | 6  | 2  |   |        |       |      | First part of this day rainy weather   |
| 8    | 8  | 2  |   | NE     | ESE   |      | at 4 o'clock took in light breeze and  |
| 10   | 10 | 2  |   |        |       |      | doubt upon the topsails and            |
| 12   | 12 | 2  |   |        |       |      | blowing a gale took in jib main sail   |
| 2    | 2  | 5  |   | NE     | SSE   |      | and fore and mizzen topsails           |
| 4    | 4  | 1  |   |        |       |      | at daylight a fine breeze and pleasant |
| 6    | 6  | 2  |   |        |       |      | weather made all sail with the best    |
| 8    | 8  | 4  | 1 |        |       |      | advantage                              |
| 10   | 10 | 4  | 1 |        |       |      | Variation from true                    |
| 12   | 12 | 4  | 1 |        |       |      |                                        |

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in |
|--------|------|-----|-----|-------|------|--------------|
| NE     | 77   | 65  | 44  | 28.25 | 50   | 36.27        |

Sunday March 21<sup>st</sup> 1844

| Hour | 11 | 10 | 9 | Course | Winds | Hour | Remarks                               |
|------|----|----|---|--------|-------|------|---------------------------------------|
| 2    | 2  | 4  |   | NE     | W     |      | First part of this day having fine    |
| 4    | 4  | 4  |   |        |       |      | breeze and pleasant weather           |
| 6    | 6  | 4  |   |        |       |      | carrying all sail to the best advan-  |
| 8    | 8  | 4  |   |        |       |      | tage for the day and latter part more |
| 10   | 10 | 4  |   |        |       |      | moderate                              |
| 12   | 12 | 3  |   |        |       |      |                                       |
| 2    | 2  | 3  |   |        |       |      |                                       |
| 4    | 4  | 2  |   |        |       |      |                                       |
| 6    | 6  | 2  |   |        |       |      |                                       |
| 8    | 8  | 2  |   |        |       |      |                                       |
| 10   | 10 | 2  |   |        |       |      |                                       |
| 12   | 12 | 2  |   |        |       |      |                                       |

Variation from true

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in |
|--------|------|-----|-----|-------|------|--------------|
| NE     | 77   | 59  | 48  | 27.24 | 55   | 35.27        |



from the Pacific Ocean to the United States

Barometer Winds Day Remarks Monday March 22 1846

all the 24 hours pleasant moderate  
breeze carrying all sail to the best  
advantage latter part saw a large  
merchant ship steering by the wind  
to the N. N. E.

1 N. by E 1/2 S  
1 N. by E 1/2 S  
1 N. by E 1/2 S  
1 N. by E 1/2 S

Variation 3 point easterly

| Wind | Bar | Dep | Lat | Long  | Time | Longitude |
|------|-----|-----|-----|-------|------|-----------|
| N. E | 81  | 62  | 52  | 26.24 | 58   | 34.57     |

Tuesday March 23 1846

Barometer Winds Day  
N. by E 1/2 S

all the 24 hours pleasant moderate  
weather most too pleasant for our  
business we sail in eight days  
to get to the N. E.

E N. E

E. N. E

E. by N

Variation 3 point easterly

| Wind | Bar | Dep | Lat | Long  | Time | Longitude |
|------|-----|-----|-----|-------|------|-----------|
| N. E | 81  | 12  | 38  | 26.12 | 57   | 33.58     |



Log kept on board Ship Brunswick of New Bedford

| H  | K | M | Course | Winds | Log | Remarks            |
|----|---|---|--------|-------|-----|--------------------|
| 2  | 2 |   | N      | N     |     | Wednesday March 24 |
| 4  | 3 |   |        |       |     |                    |
| 6  | 2 |   |        |       |     |                    |
| 8  | 2 |   |        |       |     |                    |
| 10 | 2 |   |        |       |     |                    |
| 12 | 2 |   |        |       |     |                    |
| 2  | 2 |   |        |       |     |                    |
| 4  | 2 |   |        |       |     |                    |
| 6  | 2 |   |        |       |     |                    |
| 8  | 2 |   |        |       |     |                    |
| 10 | 2 |   |        |       |     |                    |
| 12 | 2 |   |        |       |     |                    |

All these 24 hours very moderate pleasant weather making the best of our way to the N.E. middle part spoke a brig but what country man he was we don't know had no topgallantmast of course to the N.E.

Variation 1/2 point easterly

| Course  | Dist | Lat | Dep | Lat | Long | Long | Long  |
|---------|------|-----|-----|-----|------|------|-------|
| N 68° E | 48   | 18  | 44  | 25  | 54   | 49   | 33 09 |

Thursday March 25 1846

| H  | K | M | Course | Winds | Log | Remarks |
|----|---|---|--------|-------|-----|---------|
| 2  | 2 |   | N.E.   | N.W.  |     |         |
| 4  | 3 |   |        |       |     |         |
| 6  | 2 |   |        |       |     |         |
| 8  | 2 |   |        |       |     |         |
| 10 | 2 |   |        |       |     |         |
| 12 | 2 |   |        |       |     |         |
| 2  | 2 |   |        |       |     |         |

All these 24 hours pleasant weather carrying all sail & taking advantage

Variation 1/2 point easterly

| Course  | Dist | Lat | Dep | Lat | Long | Long | Long  |
|---------|------|-----|-----|-----|------|------|-------|
| N 68° E | 42   | 11  | 14  | 24  | 43   | 43   | 32 54 |

Lawyer and his Client.



# *St. Albans Master from the Pacific Ocean to the United States*

| H  | K | HK | Course   | Winds | Day    | Remarks                      |
|----|---|----|----------|-------|--------|------------------------------|
| 14 | 2 | 2  | E. S. E. | N     | Friday | March 26 <sup>th</sup> 1846. |

|    |   |  |  |  |  |                                                                                                                                                                                       |
|----|---|--|--|--|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 2 |  |  |  |  | <p>All these 24 hours nearly calm making little or no headway at all the Mosh ship Brunswick hardly moving at a common breeze. No ends these 24 hours watches employed on sewing.</p> |
| 4  | 2 |  |  |  |  |                                                                                                                                                                                       |
| 6  | 2 |  |  |  |  |                                                                                                                                                                                       |
| 8  | 2 |  |  |  |  |                                                                                                                                                                                       |
| 10 | 2 |  |  |  |  |                                                                                                                                                                                       |
| 12 | 2 |  |  |  |  |                                                                                                                                                                                       |
| 2  | 2 |  |  |  |  |                                                                                                                                                                                       |
| 4  | 2 |  |  |  |  |                                                                                                                                                                                       |
| 6  | 2 |  |  |  |  |                                                                                                                                                                                       |
| 8  | 2 |  |  |  |  |                                                                                                                                                                                       |
| 10 | 2 |  |  |  |  |                                                                                                                                                                                       |
| 12 | 2 |  |  |  |  |                                                                                                                                                                                       |

Variation 3 points Westerly

| Course   | Dist | Lat | Dep | Lat | Dep | Lat | Dep | Long | Long | Latitude in |
|----------|------|-----|-----|-----|-----|-----|-----|------|------|-------------|
|          |      |     |     |     |     |     |     |      |      | North       |
| E. S. E. | 48   | 23  | 42  | 34  | 20  |     |     | 46   | 52   | 08          |

Saturday March 27<sup>th</sup> 1846

| H  | K | HK | Course | Winds | Day | Remarks                                             |
|----|---|----|--------|-------|-----|-----------------------------------------------------|
| 14 | 2 | 2  |        |       |     | <p>All these 24 hours calm and pleasant weather</p> |
| 2  |   |    |        |       |     |                                                     |
| 4  |   |    |        |       |     |                                                     |
| 6  |   |    |        |       |     |                                                     |
| 8  |   |    |        |       |     |                                                     |
| 10 |   |    |        |       |     |                                                     |
| 12 |   |    |        |       |     |                                                     |
| 2  |   |    |        |       |     |                                                     |
| 4  |   |    |        |       |     |                                                     |
| 6  |   |    |        |       |     |                                                     |
| 8  |   |    |        |       |     |                                                     |
| 10 |   |    |        |       |     |                                                     |
| 12 |   |    |        |       |     |                                                     |

| Course | Dist | Lat | Dep | Lat | Dep | Lat | Dep | Long | Long | Latitude in |
|--------|------|-----|-----|-----|-----|-----|-----|------|------|-------------|
|        |      |     |     |     |     |     |     |      |      | North       |
|        | 00   | 00  | 00  | 24  | 30  | 24  | 49  | 00   | 52   | 08          |



A Log kept on board Ship Brunswick of New Bedford

| Hour | Alt | Course | Wind     | Way | Remarks                                                                                                                                                          |
|------|-----|--------|----------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2    | 2   | N      | E. N. E. |     | All these 24 hours very pleasant moderate weather carrying all sail to the N watches employed on rigging so good at 12 M the Bark under our lee heading to the N |
| 4    | 2   |        |          |     |                                                                                                                                                                  |
| 6    | 2   |        |          |     |                                                                                                                                                                  |
| 8    | 2   |        |          |     |                                                                                                                                                                  |
| 10   | 2   |        |          |     |                                                                                                                                                                  |
| 12   | 2   |        |          |     |                                                                                                                                                                  |
| 2    | 2   |        |          |     |                                                                                                                                                                  |
| 4    | 2   |        |          |     |                                                                                                                                                                  |
| 6    | 2   |        |          |     |                                                                                                                                                                  |
| 8    | 2   |        |          |     |                                                                                                                                                                  |
| 10   | 2   |        |          |     | Variation $\frac{1}{2}$ point Westish                                                                                                                            |
| 12   | 2   |        |          |     |                                                                                                                                                                  |

| Course | Dist | Lat | Dep | Lat    | Long   | Longitude in Chron |
|--------|------|-----|-----|--------|--------|--------------------|
| N. W.  | 59   | 58  | 06  | 23. 57 | 23. 55 | 07 32. 15          |

Monday March 29<sup>th</sup> 1846

| Hour | Alt | Course | Wind     | Way           | Remarks                                                                                                                             |
|------|-----|--------|----------|---------------|-------------------------------------------------------------------------------------------------------------------------------------|
| 2    | 2   | N      | E. N. E. | $\frac{1}{2}$ | All these 24 hours very moderate pleasant weather wind dead ahead and has been for the last 3 weeks watches employed on the rigging |
| 4    | 2   |        |          |               |                                                                                                                                     |
| 6    | 2   |        |          |               |                                                                                                                                     |
| 8    | 2   |        |          |               |                                                                                                                                     |
| 10   | 2   |        |          |               |                                                                                                                                     |
| 12   | 2   |        |          |               |                                                                                                                                     |
| 2    | 2   |        |          |               |                                                                                                                                     |
| 4    | 2   |        |          |               |                                                                                                                                     |
| 6    | 2   |        |          |               |                                                                                                                                     |
| 8    | 2   |        |          |               |                                                                                                                                     |
| 10   | 2   |        |          |               | Variation $\frac{1}{2}$ point Westish                                                                                               |
| 12   | 2   |        |          |               |                                                                                                                                     |

| Course | Dist | Lat | Dep | Lat    | Long | Longitude in Chron |
|--------|------|-----|-----|--------|------|--------------------|
| N. W.  | 56   | 55  | 06  | 22. 56 |      | 32. 15             |



*From the Pacific Ocean to the United States*

| H  | K | HK | Course | Wind   | Day | Remarks                                                                                                                                                            |
|----|---|----|--------|--------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 2 | 1  | E by S | N by E | 1   | Tuesday March 30 <sup>th</sup> 1846                                                                                                                                |
| 4  | 2 | 1  |        |        |     | All these 24 hours pleasant and very moderate weather carrying all sail to the best advantage from 1 to 4 sail in sight all the time all trying to get to the N.E. |
| 6  | 2 | 1  |        |        |     |                                                                                                                                                                    |
| 8  | 2 | 1  |        |        |     |                                                                                                                                                                    |
| 10 | 2 | 1  |        |        |     |                                                                                                                                                                    |
| 12 | 2 | 1  |        |        |     |                                                                                                                                                                    |
| 2  | 2 | 1  |        |        |     |                                                                                                                                                                    |
| 4  | 3 | 1  |        |        |     |                                                                                                                                                                    |
| 6  | 3 | 1  |        |        |     |                                                                                                                                                                    |
| 8  | 3 | 1  |        |        |     |                                                                                                                                                                    |
| 10 | 3 |    |        |        |     |                                                                                                                                                                    |
| 12 | 3 |    |        |        |     |                                                                                                                                                                    |
|    |   |    |        |        |     | Variation 5 point westerly                                                                                                                                         |

| Course | Dist | Lat | Dep | Lat   | Long | Time  | Remarks |
|--------|------|-----|-----|-------|------|-------|---------|
| E by S | 70   | 9   | 69  | 33.05 | 75   | 31.09 | Arrived |

*Wednesday March 31<sup>st</sup> 1846*

| H  | K | HK | Course | Wind   | Day | Remarks                                                                                                                                                             |
|----|---|----|--------|--------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 2 |    | E by S | N by E | 1   | All these 24 hours moderate breeze and pleasant weather carrying all sail to the best advantage saw a number of sails this day so ended watches employed on rigging |
| 4  | 2 |    |        |        |     |                                                                                                                                                                     |
| 6  | 2 |    |        |        |     |                                                                                                                                                                     |
| 8  | 2 |    |        |        |     |                                                                                                                                                                     |
| 10 | 2 |    |        |        |     |                                                                                                                                                                     |
| 12 | 2 |    |        |        |     |                                                                                                                                                                     |
| 2  | 2 |    |        |        |     |                                                                                                                                                                     |
| 4  | 3 |    |        |        |     |                                                                                                                                                                     |
| 6  | 3 |    |        |        |     |                                                                                                                                                                     |
| 8  | 3 |    |        |        |     |                                                                                                                                                                     |
| 10 | 3 |    |        |        |     |                                                                                                                                                                     |
| 12 | 3 |    |        |        |     |                                                                                                                                                                     |
|    |   |    |        |        |     | Variation 5 point westerly                                                                                                                                          |

| Course | Dist | Lat | Dep | Lat   | Long | Time  | Remarks |
|--------|------|-----|-----|-------|------|-------|---------|
| E      | 58   | 09  | 58  | 33.05 | 63   | 30.04 |         |



12. 3  
 11. 8  
 10. 5  
 9. 5  
 8. 5  
 7. 5  
 6. 5  
 5. 5  
 4. 5  
 3. 5  
 2. 5  
 1. 5

|         |      |         |      |         |      |
|---------|------|---------|------|---------|------|
| Lat     | Long | Lat     | Long | Lat     | Long |
| 22° 34' | 14'  | 22° 34' | 14'  | 22° 34' | 14'  |
| Lat     | Long | Lat     | Long | Lat     | Long |
| 22° 34' | 14'  | 22° 34' | 14'  | 22° 34' | 14'  |

Friday April 2 1846

All these 24 hours squally weather  
 and a plenty of rain coming  
 and taking in sail as the breeze  
 requires so ends another 24  
 hours on board the ship  
 Brunswick a regular floor  
 "Well for my man an officer  
 particular

Variation of point

|                                                                                                                                                                                                                                                                       |                                                                                |                                                                                                               |                                                                                                                                                                                                                                                                                                                                           |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <p>“Oh, don't be afraid, sir, out with it. It's nothing horrible, I hope?”</p> <p>“Oh dear, no.”</p> <p>“Well, then, let us hear it at once.”</p> <p>“It's about an affair of the heart. Ay, I see you young men know something about the heart. It is very low.”</p> | <p>“Ah! an affair of the heart. Ay, I see you interest you have an offer.”</p> | <p>“Well sir, you know my opinion and have a matter.”</p> <p>“I was anxious to consult you on so delicate</p> | <p>me one of your pretty smiles in the morning, and then, my child, your father will be happy again.”</p> <p>Mr. F.—was persuaded by his affection-ate partner; but sleep and rest were not for him and children had once given them was an awakening reality.</p> <p>of the morn faintly appeared</p> <p>of the opposite houses, Mr.</p> | <p>on going, Edward?” said</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|



# U.S. Army Master from the Pacific Ocean to the United States

| Hour | Wind | Sea | Remarks                                                                                |
|------|------|-----|----------------------------------------------------------------------------------------|
| 12   | W    | 1/2 | At 12 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way. |
| 1    | W    | 1/2 | At 1 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 2    | W    | 1/2 | At 2 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 3    | W    | 1/2 | At 3 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 4    | W    | 1/2 | At 4 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 5    | W    | 1/2 | At 5 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 6    | W    | 1/2 | At 6 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 7    | W    | 1/2 | At 7 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 8    | W    | 1/2 | At 8 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 9    | W    | 1/2 | At 9 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 10   | W    | 1/2 | At 10 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way. |
| 11   | W    | 1/2 | At 11 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way. |

Variation 1/2 point westerly

| Course | Dist | Lat | Long | Time  | Remarks |
|--------|------|-----|------|-------|---------|
| 128.6  | 14   | 32  | 17   | 20.01 | 20.02   |
| 128.6  | 14   | 32  | 17   | 20.01 | 20.02   |

## Sunday April 4th 1844

| Hour | Wind | Sea | Remarks                                                                                |
|------|------|-----|----------------------------------------------------------------------------------------|
| 12   | W    | 1/2 | At 12 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way. |
| 1    | W    | 1/2 | At 1 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 2    | W    | 1/2 | At 2 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 3    | W    | 1/2 | At 3 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 4    | W    | 1/2 | At 4 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 5    | W    | 1/2 | At 5 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 6    | W    | 1/2 | At 6 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 7    | W    | 1/2 | At 7 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 8    | W    | 1/2 | At 8 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 9    | W    | 1/2 | At 9 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way.  |
| 10   | W    | 1/2 | At 10 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way. |
| 11   | W    | 1/2 | At 11 o'clock the wind was W 1/2 S and the sea was 1/2 S. The ship was then under way. |

Variation 1/2 point westerly

| Course | Dist | Lat | Long | Time  | Remarks |
|--------|------|-----|------|-------|---------|
| 128.6  | 14   | 32  | 17   | 20.01 | 20.02   |
| 128.6  | 14   | 32  | 17   | 20.01 | 20.02   |



Log kept on board Ship Brunswick of New Bedford

| H  | K | M | Course | Wind | Log | Remarks                                               |
|----|---|---|--------|------|-----|-------------------------------------------------------|
| 4  | 1 |   | W      | W    |     | At 4 o'clock we made sail and stood on for the land.  |
| 6  | 1 |   | W      | W    |     | At 6 o'clock we made sail and stood on for the land.  |
| 8  | 1 |   | W      | W    |     | At 8 o'clock we made sail and stood on for the land.  |
| 10 | 1 |   | W      | W    |     | At 10 o'clock we made sail and stood on for the land. |
| 12 | 1 |   | W      | W    |     | At 12 o'clock we made sail and stood on for the land. |
| 2  | 1 |   | W      | W    |     | At 2 o'clock we made sail and stood on for the land.  |
| 4  | 1 |   | W      | W    |     | At 4 o'clock we made sail and stood on for the land.  |
| 6  | 1 |   | W      | W    |     | At 6 o'clock we made sail and stood on for the land.  |
| 8  | 1 |   | W      | W    |     | At 8 o'clock we made sail and stood on for the land.  |
| 10 | 1 |   | W      | W    |     | At 10 o'clock we made sail and stood on for the land. |
| 12 | 1 |   | W      | W    |     | At 12 o'clock we made sail and stood on for the land. |

Variation  $\frac{1}{2}$  point W

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in |
|--------|------|-----|-----|-------|------|--------------|
| N 5 W  | 24   | 24  | 2   | 17.18 | 2    | 28.59        |

Tuesday April 6<sup>th</sup> 1846

| H  | K | M | Course | Wind | Log | Remarks                                               |
|----|---|---|--------|------|-----|-------------------------------------------------------|
| 2  | 1 |   | N 5 W  | W    |     | At 2 o'clock we made sail and stood on for the land.  |
| 4  | 1 |   | N 5 W  | W    |     | At 4 o'clock we made sail and stood on for the land.  |
| 6  | 1 |   | N 5 W  | W    |     | At 6 o'clock we made sail and stood on for the land.  |
| 8  | 1 |   | N 5 W  | W    |     | At 8 o'clock we made sail and stood on for the land.  |
| 10 | 1 |   | N 5 W  | W    |     | At 10 o'clock we made sail and stood on for the land. |
| 12 | 1 |   | N 5 W  | W    |     | At 12 o'clock we made sail and stood on for the land. |
| 2  | 1 |   | N 5 W  | W    |     | At 2 o'clock we made sail and stood on for the land.  |
| 4  | 1 |   | N 5 W  | W    |     | At 4 o'clock we made sail and stood on for the land.  |
| 6  | 1 |   | N 5 W  | W    |     | At 6 o'clock we made sail and stood on for the land.  |
| 8  | 1 |   | N 5 W  | W    |     | At 8 o'clock we made sail and stood on for the land.  |
| 10 | 1 |   | N 5 W  | W    |     | At 10 o'clock we made sail and stood on for the land. |
| 12 | 1 |   | N 5 W  | W    |     | At 12 o'clock we made sail and stood on for the land. |

Variation  $\frac{1}{2}$  point W

| Course | Dist | Lat | Dep | Lat   | Long | Longitude in |
|--------|------|-----|-----|-------|------|--------------|
| N 12 W | 24   | 23  | 5   | 18.53 | 5    | 29.04        |

AT HOME  
the sound of sweetest  
the wanderer's breast  
the sound of gladness,  
the sound of peace and rest?  
the sound of gladness,  
the sound of peace and rest?  
the sound of gladness,  
the sound of peace and rest?

Magazine  
the sound of gladness,  
the sound of peace and rest?  
the sound of gladness,  
the sound of peace and rest?  
the sound of gladness,  
the sound of peace and rest?



Shipping Master from the Pacific Ocean to the United States

| TH | K | TH | Course | Winds | Day | Remarks                          |
|----|---|----|--------|-------|-----|----------------------------------|
| 2  | 2 |    |        |       |     | Barometer 29.10                  |
| 4  | 3 |    |        |       |     | at her 10 miles very much to the |
| 6  | 2 |    |        |       |     | weather carrying all hands sail  |
| 8  | 2 |    |        |       |     | to the best advantage with       |
| 10 | 3 |    |        |       |     | in the night turning             |
| 12 | 2 |    |        |       |     | commodore of the ship is a       |
| 2  | 2 |    |        |       |     | be made to the ship on           |
| 4  | 1 |    |        |       |     | to the ship so good a            |
| 6  | 1 |    |        |       |     | which last night                 |
| 8  | 1 |    |        |       |     | such things as there             |
| 10 | 1 |    |        |       |     | old for the ship and             |
| 12 | 1 |    |        |       |     | that even some from              |

Variation 1/2 point Westerly

| Course    | Dist | Lat | Dep | Lat     | Long | Longitude in |
|-----------|------|-----|-----|---------|------|--------------|
|           |      |     |     |         |      | D. C. Chron  |
| N 12° 10' | 40   | 139 | 18  | 18° 16' | 9    | 29° 10'      |

Thursday April 8th 1846

| TH | K | TH | Course | Winds | Day | Remarks                                |
|----|---|----|--------|-------|-----|----------------------------------------|
| 2  | 3 |    |        |       |     | First part of these 24 hours very much |
| 4  | 3 |    |        |       |     | pleasant weather carrying all sail     |
| 6  | 3 |    |        |       |     | to the best advantage with             |
| 8  | 3 |    |        |       |     | for a little more wind so that         |
| 10 | 3 |    |        |       |     | the noble ship Brunswick               |
| 12 | 3 |    |        |       |     | S. C. Army & Long will be able to make |
| 2  | 3 |    |        |       |     | 3 1/2 or 4 knots that is all we expect |
| 4  | 3 |    |        |       |     | latter part fresh breeze and still     |
| 6  | 3 |    |        |       |     | pleasant weather and all hands         |
| 8  | 4 |    |        |       |     | put a little more pleasant and         |
| 10 | 4 |    |        |       |     | will they say my prayer that they      |
| 12 | 4 |    |        |       |     | will Mast                              |

Variation 1/2 point W

| Course    | Dist | Lat | Dep | Lat     | Long | Longitude in |
|-----------|------|-----|-----|---------|------|--------------|
|           |      |     |     |         |      | D. C. Chron  |
| N 12° 10' | 83   | 79  | 16  | 16° 57' | 17   | 29° 20'      |



# A Log kept on board Ship Brunswick of New Bedford

| TH                    | H | TH | Courses | Winds | Day | Remarks                               |
|-----------------------|---|----|---------|-------|-----|---------------------------------------|
| 2                     | 4 | 1  | N by W  | E     |     | Friday April 9 <sup>th</sup> 1846     |
| 4                     | 4 | 1  |         |       |     | At this 24 hours strong breeze        |
| 6                     | 4 | 1  |         |       |     | and frequent squalls of rain          |
| 8                     | 4 | 1  |         |       |     | with a little wind the trade          |
| 10                    | 4 | 1  |         |       |     | seen to head us off keeping us        |
| 12                    | 4 | 1  |         |       |     | nearly sharp on the wind              |
| 2                     | 4 | 1  |         |       |     | with a good deal of driving           |
| 4                     | 4 | 1  |         |       |     | we get 3 1/2 or 4 knots out of the    |
| 6                     | 4 | 1  |         |       |     | noble ship Brunswick Com <sup>d</sup> |
| 8                     | 4 | 1  |         |       |     | Ed. Amey & two sons rather slow       |
| 10                    | 4 | 1  |         |       |     | getting along but it will get us      |
| 12                    | 4 | 1  |         |       |     | home after a while                    |
| Variation 1/2 point W |   |    |         |       |     |                                       |

| Course    | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in Chron |
|-----------|------|-----|-----|-------|-------|------|--------------------|
| N 22° 10' | 116  | 104 | 43  | 15.15 |       | 45   | 31.15              |

## Saturday April 10<sup>th</sup> 1846

| TH | H | TH | Courses | Winds | Day | Remarks                             |
|----|---|----|---------|-------|-----|-------------------------------------|
| 2  | 4 |    | N       | E     |     | All these 24 hours pleasant weather |
| 4  | 4 |    |         |       |     | carrying all drawing sail to the    |
| 6  | 4 |    |         |       |     | best advantage which makes the      |
| 8  | 4 |    |         |       |     | noble ship Brunswick go at the rate |
| 10 | 4 |    |         | E & E |     | of 3 1/2 or 4 knots                 |
| 12 | 4 |    |         |       |     | so ends another long tedious 24     |
| 2  | 4 |    |         |       |     | hours with a fair wind and the      |
| 4  | 4 |    |         |       |     | Lord be praised                     |
| 6  | 4 |    |         |       |     |                                     |
| 8  | 4 |    |         | E     |     |                                     |
| 10 | 4 |    |         |       |     |                                     |
| 12 | 4 |    |         |       |     | Variation 1/2 point West            |

| Course | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in Chron |
|--------|------|-----|-----|-------|-------|------|--------------------|
| N 5° W | 97   | 96  | 9   | 13.27 |       | 9    | 20.24              |



# *At. Along, Master from the Pacific Ocean to the United States*

| H  | K | Course | Wind    | Day | Remarks                                   |
|----|---|--------|---------|-----|-------------------------------------------|
| 2  | 3 | N      | E       |     | First part of these 24 hours very much    |
| 4  | 3 |        |         |     | trading but with a head middle part       |
| 6  | 3 |        |         |     | equally rainy weather took no hiding      |
| 8  | 3 |        |         |     | Rain and fog at latter part pleasant      |
| 10 | 3 |        | E by N  |     | made all sail so early these 24 hours     |
| 12 | 3 |        |         |     | with a light breeze hardly clearing the   |
| 2  | 3 |        |         |     | name of trading all the latter has been   |
| 4  | 3 |        |         |     | about E and most of the time a fair       |
| 6  | 3 |        |         |     | a little mackerel all the equally we have |
| 8  | 3 |        | E. N. E |     | comes from N. E. I find a current         |
| 10 | 3 |        |         |     | setting to waterward for which I allow    |
| 12 | 3 |        |         |     | 1/2 mile per hour Variation 1/2 point W.  |

| Course   | Dist | Lat | Dep | Lat    | Long   | Long | Latitude |
|----------|------|-----|-----|--------|--------|------|----------|
| N. 10. W | 74   | 71  | 19  | 12. 24 | 12. 30 | 20   | 30. 44   |

## *Monday April 12<sup>th</sup> 1846*

| H  | K | Course   | Wind    | Day | Remarks                                   |
|----|---|----------|---------|-----|-------------------------------------------|
| 2  | 3 | N. 10. W | E by N  |     | First part of these 24 hours equally with |
| 4  | 3 |          |         |     | a little rain and a cold breeze on        |
| 6  | 3 |          |         |     | the deck she will make the wind to the    |
| 8  | 3 |          |         |     | middle part fresh trade from the          |
| 10 | 3 |          |         |     | N. E. at day but more to the E. every     |
| 12 | 3 |          | E. N. E |     | ing and taking in sail as the day         |
| 2  | 3 |          |         |     | warms latter part fresh trade so          |
| 4  | 3 |          |         |     | early these 24 hours on board the vessel  |
| 6  | 3 |          |         |     | she of Brunswick come in the night and    |
| 8  | 3 |          | E by N  |     | soon this day will have to pick up        |
| 10 | 3 |          |         |     | a new set of ropes means he did not       |
| 12 | 3 |          |         |     | work the deck tonight he has twice        |
|    |   |          |         |     | several times to and from the             |

for current I allow 1 mile per hour Variation 1/2 point W

| Course    | Dist | Lat | Dep | Lat    | Long | Long | Latitude |
|-----------|------|-----|-----|--------|------|------|----------|
| N. 28. 10 | 81   | 71  | 28  | 11. 15 |      | 29   | 31. 23   |



Left kept on board Ship Brunswick of New Bedford

| Hr | K | HR | Course         | Winds  | Day | Remarks                                                           |
|----|---|----|----------------|--------|-----|-------------------------------------------------------------------|
| 2  | 5 |    | N <sup>W</sup> | E by S |     | First part of these 24 hours moderate breeze and pleasant weather |
| 4  | 5 |    |                |        |     | middle and latter part the same                                   |
| 6  | 5 |    |                |        |     | carrying all sail to the best advantage                           |
| 8  | 5 |    |                |        |     | we have made more distance                                        |
| 10 | 5 |    |                |        |     | this 24 hours than we have made                                   |
| 12 | 5 |    |                | E by S |     | any 24 hours before for these 4 days                              |
| 2  | 5 |    |                |        |     | and that is just 5 knots we feel                                  |
| 4  | 5 |    |                |        |     | quite proud that she might have stopped                           |
| 6  | 5 |    |                |        |     | for current allow 24 miles 10 Variation 1/2 point W               |
| 8  | 5 |    |                |        |     |                                                                   |
| 10 | 5 |    |                |        |     |                                                                   |

| Course  | Dist | Lat | Dep | Lat  | Obs | Long | Longitude in Chron |
|---------|------|-----|-----|------|-----|------|--------------------|
| N 29° W | 128  | 118 | 47  | 9.17 |     | 48   | 32.10              |

Wednesday April 14<sup>th</sup> 1846

| Hr | K | HR | Course         | Winds  | Day | Remarks                                                               |
|----|---|----|----------------|--------|-----|-----------------------------------------------------------------------|
| 2  | 4 | 1  | N <sup>W</sup> | E by S |     | First part of these 24 hours pleasant trade carrying all drawing sail |
| 4  | 4 | 1  |                |        |     | set to the best advantage middle                                      |
| 6  | 4 | 1  |                |        |     | part some squally took on rain                                        |
| 8  | 4 | 1  |                |        |     | and topgallant to the dunnage                                         |
| 10 | 4 | 1  |                |        |     | sat them again in a few minutes                                       |
| 12 | 4 | 1  |                |        |     | latter part pleasant and rather                                       |
| 2  | 4 | 1  |                |        |     | moderate so, ends another long                                        |
| 4  | 4 | 1  |                |        |     | tedious 24 hours                                                      |
| 6  | 4 | 1  |                |        |     |                                                                       |
| 8  | 4 | 1  |                |        |     |                                                                       |
| 10 | 4 | 1  |                |        |     |                                                                       |
| 12 | 4 | 1  |                |        |     |                                                                       |

Current 24 miles 10 Variation 1/2 point W

| Course  | Dist | Lat | Dep | Lat  | Obs | Long | Longitude in Chron |
|---------|------|-----|-----|------|-----|------|--------------------|
| N 29° W | 115  | 106 | 45  | 7.01 |     | 46   | 32.34              |



*U.S. Army Master from the Pacific Ocean to the United States*

| H  | R | TH | Course         | Wind            | Day | Remarks                                                                             |
|----|---|----|----------------|-----------------|-----|-------------------------------------------------------------------------------------|
| 2  | 4 |    | N <sup>W</sup> | E <sup>SE</sup> |     | First part of these 24 hours pleasant trading and fair weather carrying all drawing |
| 4  | 4 |    |                |                 |     | all drawing sail to the best advantage                                              |
| 6  | 3 |    |                |                 |     | at 4 o'clock had some heavy squalls                                                 |
| 8  | 3 |    |                |                 |     | of rain with a strong breeze of wind                                                |
| 10 | 2 | 1  |                |                 |     | took in fore and mizzen top and                                                     |
| 12 | 2 | 1  |                |                 |     | top gallant top and mizzen at 7 1/2 o'clock                                         |
| 2  | 2 | 1  |                |                 |     | Pleasant and moderate made all                                                      |
| 4  | 2 | 1  |                |                 |     | sail middle part the same latter                                                    |
| 6  | 2 |    |                |                 |     | part nearly calm so ended watchy emp                                                |
| 8  | — |    |                |                 |     | loyed on rigging                                                                    |
| 10 | 1 | 1  |                |                 |     | Current 2 1/2 miles Variation 1/2 point W                                           |
| 12 | 1 | 1  |                |                 |     |                                                                                     |

| Course         | Dist | Lat | Dep | Lat  | Long | Long  | Time in Chron |
|----------------|------|-----|-----|------|------|-------|---------------|
| N <sup>W</sup> | 71   | 61  | 24  | 6.30 | 86   | 33.32 | W             |

*Friday April 18<sup>th</sup> 1846*

| H  | R | TH | Course         | Wind            | Day | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----|---|----|----------------|-----------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 1 | 1  | N <sup>W</sup> | E <sup>SE</sup> |     | First part of these 24 hours nearly calm at sunset slight breeze middle and latter part the same watchy employed on the rigging so ended these 24 hours a little heavier than every day would count one in a day is two now but there is a gloomy counter as sign on some of the crew and indeed almost all for Comd A. B. Army & sons says he has got to have some spearm oil if he has to cruise off Bermuda for it. but I don't believe it |
| 4  | 1 | 1  |                |                 |     | Current 2 1/2 miles Variation 1/2 point W                                                                                                                                                                                                                                                                                                                                                                                                     |
| 6  | 2 |    |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8  | 2 |    |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10 | 3 | 1  |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 12 | 3 | 1  |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2  | 3 | 1  |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4  | 3 |    |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6  | 3 |    |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8  | 3 |    |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10 | 3 |    |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 12 | 3 |    |                |                 |     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Course         | Dist | Lat | Dep | Lat  | Long | Long  | Time in Chron |
|----------------|------|-----|-----|------|------|-------|---------------|
| N <sup>W</sup> | 74   | 64  | 37  | 5.25 | 87   | 34.09 |               |



# A Log kept on board Ship Brunswick of New Bedford Cont

| HT | K | TH | Course  | Winds    | Sea | Remarks                                      |
|----|---|----|---------|----------|-----|----------------------------------------------|
| 3  | 3 | 1  | N. E. W | E. by S. |     | At 2 hours squally weather                   |
| 4  | 3 | 1  |         |          |     | with rain making and taking in               |
| 6  | 3 | 1  |         | S. E.    |     | part of the breeze requires                  |
| 8  | 3 | 1  |         |          |     | at daylight saw a Brig. to windward          |
| 10 | 3 | 1  |         | E. S. E. |     | starting at 10 by 11 at 12 M was close       |
| 12 | 3 | 1  |         |          |     | aboard off the weather bow steering          |
| 2  | 4 |    |         |          |     | our course so endy three 3 hours             |
| 4  | 4 |    |         | E.       |     | and that it might be the last it will        |
| 6  | 4 |    |         |          |     | be a happy day when that arrives             |
| 8  | 4 |    |         |          |     |                                              |
| 10 | 4 |    |         |          |     | Current 2 1/2 mi West Variation 1/2 point W. |
| 12 | 4 |    |         |          |     |                                              |

| Course  | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|---------|------|-----|-----|-------|-------|------|--------------|
|         |      |     |     |       |       |      | Chron        |
| N. E. W | 98   | 88  | 42  | 4.02  | 4.00  | 42   | 3.51         |

## Sunday April 19th 1846

| HT | K | TH | Course  | Winds | Sea | Remarks                                |
|----|---|----|---------|-------|-----|----------------------------------------|
| 2  | 5 |    | N. E. W | S. E. |     | At 2 hours steady and                  |
| 4  | 5 |    |         |       |     | pleasant weather all draw              |
| 6  | 5 |    |         |       |     | ing sail to the best advantage         |
| 8  | 5 |    |         |       |     | at 10 M the breeze is too              |
| 10 | 5 |    |         |       |     | of Bermuda and ending for              |
| 12 | 5 |    |         |       |     | epicurean oil heretofore the cry       |
| 2  | 5 |    |         |       |     | had been a boat in shock state if      |
| 4  | 5 |    |         |       |     | we did not go on short allowance       |
| 6  | 5 |    |         |       |     | so the last day will be the first head |
| 8  | 5 |    |         |       |     | wind to 3 miles the talk will be       |
| 10 | 5 |    |         |       |     | I shall never get home as shall all    |
| 12 | 5 |    |         |       |     | other and all such stuff as that       |

For Current allow 1 mile per hour. W. Variation 1/2 point W.

| Course  | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|---------|------|-----|-----|-------|-------|------|--------------|
|         |      |     |     |       |       |      | Chron        |
| N. E. W | 144  | 100 | 103 | 2.20  | 2.25  | 104  | 35.55        |

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On these 24 hours strong head  
 pleasant weather carrying  
 the best advantage at day  
 sail 3 points off the weather  
 NW so endy another 24  
 last on we shall see  
 possibly and the load is  
 it might be the last in this ship

Current Tallow 24 miles W Variation 3/4

[illegible]

Friday April 21<sup>st</sup> 1826

| Day | Hour | Wind | Sea | Remarks                                |
|-----|------|------|-----|----------------------------------------|
| 1   | 4    | SE   | 4   | First part pleasant weather and        |
| 2   | 4    | SE   | 4   | badly carrying all sail to the best ad |
| 3   | 4    | SE   | 4   | tag middle part squally with rain      |
| 4   | 4    | SE   | 4   | part moderate nearly calm light        |
| 5   | 4    | SE   | 4   | squally so ends these 24 hours our     |
| 6   | 4    | SE   | 4   | men in sight off the weather beam      |
| 7   | 4    | SE   | 4   | a very good company keeping in sight   |
| 8   | 4    | SE   | 4   | if any thing we beat him and           |
| 9   | 4    | SE   | 4   | that reason I pity him                 |
| 10  | 4    | SE   | 4   |                                        |
| 11  | 4    | SE   | 4   |                                        |
| 12  | 4    | SE   | 4   |                                        |

| Winds | Dir | Lat | Long | Lat | Long | Longitude in |
|-------|-----|-----|------|-----|------|--------------|
|       |     |     |      |     |      | Cham         |
| 10    | 15  | 48  | 28   | 27  | 38   | 38.25        |

[illegible]



Left on board Capt. Downes of Ship Bradford

| Hour | W  | Bar  | Wind | Temp | Remarks                 |
|------|----|------|------|------|-------------------------|
| 1    | 11 | 30.0 | W    | 55   | Wednesday April 22 1846 |
| 2    | 2  | 30.0 | W    | 55   |                         |
| 4    | 2  | 30.0 | W    | 55   |                         |
| 6    | 3  | 30.0 | W    | 55   |                         |
| 8    | 3  | 30.0 | W    | 55   |                         |
| 10   | 3  | 30.0 | W    | 55   |                         |
| 12   | 3  | 30.0 | W    | 55   |                         |
| 2    | 3  | 30.0 | W    | 55   |                         |
| 4    | 1  | 30.0 | W    | 55   |                         |
| 6    | 1  | 30.0 | W    | 55   |                         |
| 8    | 1  | 30.0 | W    | 55   |                         |
| 10   | 1  | 30.0 | W    | 55   |                         |
| 12   | 1  | 30.0 | W    | 55   |                         |

First part of this 24 hours nearly calm but gradually weather at sunset squally with a gust of rain wind light from all quarters in less than no time squalls and rather fast the same velocity weather squally and not much near shore and part of it still in sight astern steering our course at 11 o'clock hauled in studding sail and pulled too to head but the wind did not blow spoke inuffed to wind by 12 o'clock and

Current Tallow 12 hrs for 24 hours W. Variation 1/2 point W

| Course | Dist | Lat | Dep | Lat W   | Lat N | Long | Longitude in Chron |
|--------|------|-----|-----|---------|-------|------|--------------------|
| Apr 10 | 52   | 42  | 30  | 1.09. N |       | 30   | 38.29              |

Thursday April 23 1846

| Hour | W  | Bar  | Wind | Temp | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------|----|------|------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | 11 | 30.0 | W    | 55   | First part of this 24 hours is pleasant and very warm our partner still in sight astern at sunset saw blackfish several starboard boat but did not succeed in getting fast so came on board and secured the fire of wanting to run away from him with the ship you will perceived we had a roaring breeze of 40 minutes however no answer was made to him and that passed off made and latter part a gale of rain and a little wind so ends another long tedious 24 hours |
| 2    | 2  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4    | 2  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6    | 3  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8    | 3  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 10   | 3  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 12   | 3  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2    | 3  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4    | 1  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6    | 1  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8    | 1  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 10   | 1  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 12   | 1  | 30.0 | W    | 55   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

Current 12 hrs Westerly Variation 1/2 point W

| Course | Dist | Lat | Dep | Lat W   | Lat N | Long | Longitude in Chron |
|--------|------|-----|-----|---------|-------|------|--------------------|
| Apr 10 | 24   | 19  | 19  | 1.12. N |       | 19   | 38.48. W           |



*S. Army Master from the Pacific Ocean to the United States*

| H  | K | HK | Course | Wind | Day | Remarks                                                                                                                                                                                                           |
|----|---|----|--------|------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 1 |    | N.W.   | S    |     | Friday, April 24 <sup>th</sup> 1846                                                                                                                                                                               |
| 4  | 1 |    |        |      |     | First part of this 24 hours equally rainy weather and nearly calm middle part a light air carrying all sail to the best advantage latter part moderate trade our partner in sight astern so ends another 24 hours |
| 6  | 2 |    |        |      |     |                                                                                                                                                                                                                   |
| 8  | 2 |    |        | S.E. |     |                                                                                                                                                                                                                   |
| 10 | 2 |    |        |      |     |                                                                                                                                                                                                                   |
| 12 | 2 |    |        |      |     |                                                                                                                                                                                                                   |
| 2  | 2 |    |        | S    |     |                                                                                                                                                                                                                   |
| 4  | 3 |    |        |      |     |                                                                                                                                                                                                                   |
| 6  | 3 |    |        |      |     |                                                                                                                                                                                                                   |
| 8  | 2 |    |        |      |     |                                                                                                                                                                                                                   |
| 10 | 2 |    |        |      |     |                                                                                                                                                                                                                   |
| 12 | 2 |    |        |      |     |                                                                                                                                                                                                                   |

Variation  $\frac{1}{4}$  point W Current 12<sup>mo</sup> per 24 hours

| Course | Dist | Lat | Dep | Lat  | Long | Longitude in |
|--------|------|-----|-----|------|------|--------------|
| N.W.   | 56   | 45  | 33  | 2.08 | 33   | 39.21        |

*Saturday, April 25<sup>th</sup> 1846*

| H  | K | HK | Course | Wind   | Day | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----|---|----|--------|--------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 2 | 1  | N.W.   | S.E.   |     | First part of this 24 hours very moderate pleasant weather in the first of our way to the S.W. our partner still eight astern rather rainy middle part the same latter part fine and breezy carrying all sail to the best advantage at 7 o'clock saw three fish but not past them before 10 o'clock S. Army and two more got on deck and there was a breeze picked up for a while but soon over with fair weather can see nothing to make it worth heads kept land to the right |
| 4  | 2 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6  | 3 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8  | 2 | 1  |        | E      |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 | 1 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 12 | 1 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2  | 2 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4  | 2 |    |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6  | 1 | 1  |        | E.N.E. |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8  | 3 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10 | 3 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 12 | 3 | 1  |        |        |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Course | Dist | Lat | Dep | Lat  | Long | Longitude in |
|--------|------|-----|-----|------|------|--------------|
| N.W.   | 39   | 58  | 11  | 3.06 | 11   | 39.32        |



A Log kept on board Ship Brunswick Lt. Geo Bedford

| HR | K | HR | Course  | Winds | Day | Remarks                                                                                                                                                                                                                                                                                                                                                                                                 |
|----|---|----|---------|-------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 3 |    | NW by N | N.E.  | 1   | At 12 noon 24 hours strong trade and pleasant weather carrying all sail to the best advantage at sunset our partner had got forward of the sea beam at daylight 44 points of the sea bow going home a little faster than we are boats N.E. N.W. & low song rank enough at 8 o'clock took in royals and studding sails when hauled some ahead so ends these 24 hours a little nearer home thank the Lord |
| 4  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8  | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 | 3 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |

| Course | Dist | Lat | Dep | Lat N   | Lat S   | Long | Longitude in Chron |
|--------|------|-----|-----|---------|---------|------|--------------------|
| N 45 W | 73   | 51  | 51  | 3° 5' N | 3° 5' S | 51   | 40.23              |

Monday April 24<sup>th</sup> 1846

| HR | K | HR | Course  | Winds | Day | Remarks                                                                                                                                                                                                                                                                                                                                                                                                 |
|----|---|----|---------|-------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 5 |    | NW by N | N.E.  | 11  | At 12 noon 24 hours strong trade and pleasant weather carrying all sail to the best advantage at sunset our partner had got forward of the sea beam at daylight 44 points of the sea bow going home a little faster than we are boats N.E. N.W. & low song rank enough at 8 o'clock took in royals and studding sails when hauled some ahead so ends these 24 hours a little nearer home thank the Lord |
| 4  | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6  | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8  | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 2  | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4  | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 6  | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8  | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 | 5 |    |         |       |     |                                                                                                                                                                                                                                                                                                                                                                                                         |

| Course | Dist | Lat | Dep | Lat N  | Lat S | Long | Longitude in Chron |
|--------|------|-----|-----|--------|-------|------|--------------------|
| N 45 W | 120  | 85  | 85  | 5° 15' |       | 85   | 41° 48' 15"        |







A Log kept on board Ship Brunswick of New Bedford

| H  | K | M | Course | Wind  | Day  | Remarks                                   |
|----|---|---|--------|-------|------|-------------------------------------------|
| 2  | 5 | 1 | North  | North | East | Thursday April 30 <sup>th</sup> 1846      |
| 4  | 5 | 1 |        |       |      | All these 24 hours pleasant weather       |
| 6  | 5 | 1 |        |       |      | and fine trade carrying all down          |
| 8  | 5 | 1 |        |       |      | sail to the best advantage                |
| 10 | 5 | 1 |        |       |      | This day Capt. A. A. Smith had a row      |
| 12 | 5 | 1 |        |       |      | with his eldest son John and came very    |
| 2  | 5 | 1 |        |       |      | safe and in fine John has been in the     |
| 4  | 5 | 1 |        |       |      | vicinity and told that there was          |
| 6  | 5 | 1 |        |       |      | better men there than his father says the |
| 8  | 5 | 1 |        |       |      | old man heard of and I came               |
| 10 | 5 | 1 |        |       |      | very near breaking & now the old man      |
| 12 | 5 | 1 |        |       |      | is ready to take a row any time with      |
| 2  | 5 | 1 |        |       |      | and any body and there is not many boys   |
| 4  | 5 | 1 |        |       |      | here I follow him for his pleasure        |

| Dist | Lat | Dep | Lat     | Mag     | Lat | Long    | Long |
|------|-----|-----|---------|---------|-----|---------|------|
| 144  | 116 | 86  | 10° 08' | 10° 24' | 87  | 46° 12' |      |

Friday May 1<sup>st</sup> 1846

| H  | K | M | Course | Wind  | Day  | Remarks                                  |
|----|---|---|--------|-------|------|------------------------------------------|
| 2  | 5 | 1 | North  | North | East | all these 24 hours pleasant weather      |
| 4  | 5 | 1 |        |       |      | and fine trade carrying all down         |
| 6  | 5 | 1 |        |       |      | ing sail to the best advantage           |
| 8  | 5 | 1 |        |       |      |                                          |
| 10 | 5 | 1 |        |       |      | our leak for the last 24 hours was 4/100 |
| 12 | 5 | 1 |        |       |      | stokes this 24 hours 3/100               |
| 2  | 5 | 1 |        |       |      |                                          |
| 4  | 5 | 1 |        |       |      | Current 1 gallon fresh per hour          |

| Lat | Dep | Lat     | Mag     | Lat | Long    | Long |
|-----|-----|---------|---------|-----|---------|------|
| 105 | 82  | 12° 04' | 11° 59' | 80  | 47° 35' |      |

against the real fort at the  
 the house belonging to Tunis  
 of Coenties slip. This  
 in 1827, it stood on the  
 west of Carl street and Coenties  
 all w. even to Dr. Mitchell as  
 the north side of the city —  
 one at the foot of Wall  
 the Meal market. There  
 e north side of the city —  
 is were paved. The  
 all had their guns  
 seeing the block  
 to from the back  
 s, quite across the  
 and being unoccupied, the  
 up their abode, and make  
 ended no farther up  
 hatime th  
 is an ap  
 family  
 of



|    |       |       |       |                                           |
|----|-------|-------|-------|-------------------------------------------|
| 1  | Windy | Windy | Light | Remarks Saturday May 3 <sup>rd</sup> 1846 |
| 2  | Windy | Windy | Light | First part of this 24 hours pleasant      |
| 3  | Windy | Windy | Light | weather and fine trade, a little more     |
| 4  | Windy | Windy | Light | fine than common at sunset a breeze       |
| 5  | Windy | Windy | Light | passed close by passing Myrtle Point      |
| 6  | Windy | Windy | Light | to Trinidad probably middle part some     |
| 7  | Windy | Windy | Light | squally which killed the breeze latter    |
| 8  | Windy | Windy | Light | part pleasant and fine trade no           |
| 9  | Windy | Windy | Light | ends another 24 hours                     |
| 10 | Windy | Windy | Light |                                           |
| 11 | Windy | Windy | Light |                                           |
| 12 | Windy | Windy | Light |                                           |
| 13 | Windy | Windy | Light |                                           |
| 14 | Windy | Windy | Light |                                           |
| 15 | Windy | Windy | Light |                                           |
| 16 | Windy | Windy | Light |                                           |
| 17 | Windy | Windy | Light |                                           |
| 18 | Windy | Windy | Light |                                           |
| 19 | Windy | Windy | Light |                                           |
| 20 | Windy | Windy | Light |                                           |
| 21 | Windy | Windy | Light |                                           |
| 22 | Windy | Windy | Light |                                           |
| 23 | Windy | Windy | Light |                                           |
| 24 | Windy | Windy | Light |                                           |
| 25 | Windy | Windy | Light |                                           |
| 26 | Windy | Windy | Light |                                           |
| 27 | Windy | Windy | Light |                                           |
| 28 | Windy | Windy | Light |                                           |
| 29 | Windy | Windy | Light |                                           |
| 30 | Windy | Windy | Light |                                           |
| 31 | Windy | Windy | Light |                                           |
| 32 | Windy | Windy | Light |                                           |
| 33 | Windy | Windy | Light |                                           |
| 34 | Windy | Windy | Light |                                           |
| 35 | Windy | Windy | Light |                                           |
| 36 | Windy | Windy | Light |                                           |
| 37 | Windy | Windy | Light |                                           |
| 38 | Windy | Windy | Light |                                           |
| 39 | Windy | Windy | Light |                                           |
| 40 | Windy | Windy | Light |                                           |
| 41 | Windy | Windy | Light |                                           |
| 42 | Windy | Windy | Light |                                           |
| 43 | Windy | Windy | Light |                                           |
| 44 | Windy | Windy | Light |                                           |
| 45 | Windy | Windy | Light |                                           |
| 46 | Windy | Windy | Light |                                           |
| 47 | Windy | Windy | Light |                                           |
| 48 | Windy | Windy | Light |                                           |
| 49 | Windy | Windy | Light |                                           |
| 50 | Windy | Windy | Light |                                           |
| 51 | Windy | Windy | Light |                                           |
| 52 | Windy | Windy | Light |                                           |
| 53 | Windy | Windy | Light |                                           |
| 54 | Windy | Windy | Light |                                           |
| 55 | Windy | Windy | Light |                                           |
| 56 | Windy | Windy | Light |                                           |
| 57 | Windy | Windy | Light |                                           |
| 58 | Windy | Windy | Light |                                           |
| 59 | Windy | Windy | Light |                                           |
| 60 | Windy | Windy | Light |                                           |
| 61 | Windy | Windy | Light |                                           |
| 62 | Windy | Windy | Light |                                           |
| 63 | Windy | Windy | Light |                                           |
| 64 | Windy | Windy | Light |                                           |
| 65 | Windy | Windy | Light |                                           |
| 66 | Windy | Windy | Light |                                           |
| 67 | Windy | Windy | Light |                                           |
| 68 | Windy | Windy | Light |                                           |
| 69 | Windy | Windy | Light |                                           |
| 70 | Windy | Windy | Light |                                           |
| 71 | Windy | Windy | Light |                                           |
| 72 | Windy | Windy | Light |                                           |
| 73 | Windy | Windy | Light |                                           |
| 74 | Windy | Windy | Light |                                           |
| 75 | Windy | Windy | Light |                                           |
| 76 | Windy | Windy | Light |                                           |
| 77 | Windy | Windy | Light |                                           |
| 78 | Windy | Windy | Light |                                           |
| 79 | Windy | Windy | Light |                                           |
| 80 | Windy | Windy | Light |                                           |
| 81 | Windy | Windy | Light |                                           |
| 82 | Windy | Windy | Light |                                           |
| 83 | Windy | Windy | Light |                                           |
| 84 | Windy | Windy | Light |                                           |
| 85 | Windy | Windy | Light |                                           |
| 86 | Windy | Windy | Light |                                           |
| 87 | Windy | Windy | Light |                                           |
| 88 | Windy | Windy | Light |                                           |
| 89 | Windy | Windy | Light |                                           |
| 90 | Windy | Windy | Light |                                           |
| 91 | Windy | Windy | Light |                                           |
| 92 | Windy | Windy | Light |                                           |
| 93 | Windy | Windy | Light |                                           |
| 94 | Windy |       |       |                                           |

Sunday May 3 1846

|    | Dist | Lat | Dep | Lat   | Long | Long  | Long |
|----|------|-----|-----|-------|------|-------|------|
|    |      |     |     |       |      |       |      |
| 10 | 118  | 98  | 66  | 15.03 | 68   | 49.58 |      |



A Log kept on board the Brigantine of New Bedford

| TH | K | TH | K | TH | Courses   | Winds   | Log | Remarks                                                                                                                                                                                |
|----|---|----|---|----|-----------|---------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 5 | 2  | 1 |    | St. Whist | Eby S   | 1/2 | Monday May 4 1846                                                                                                                                                                      |
| 4  | 5 | 4  | 4 | 1  |           |         |     | All these 24 hours pleasant weather and fresh breeze carrying all drawing sail to the best advantage at 11 a.m. a sail to windward so and another 24 hours with a fair wind and a dull |
| 6  | 5 | 6  | 5 | 1  |           |         |     |                                                                                                                                                                                        |
| 8  | 5 | 8  | 5 | 1  |           |         |     |                                                                                                                                                                                        |
| 10 | 5 | 10 | 5 | 1  |           |         |     |                                                                                                                                                                                        |
| 12 | 5 | 12 | 5 | 1  |           | E. S. E |     |                                                                                                                                                                                        |
| 2  | 5 | 2  | 5 | 1  |           |         |     |                                                                                                                                                                                        |
| 4  | 5 | 4  | 4 | 1  |           |         |     |                                                                                                                                                                                        |
| 6  | 5 | 6  | 4 | 1  |           |         |     |                                                                                                                                                                                        |
| 8  | 5 | 8  | 5 |    |           |         |     |                                                                                                                                                                                        |
| 10 | 5 | 10 | 5 |    |           |         |     |                                                                                                                                                                                        |
| 12 | 5 | 12 | 4 | 1  |           |         |     |                                                                                                                                                                                        |

Variations of point W

| Courses | Dist | Lat | Dep | Lat   | Long  | Long | Long  |
|---------|------|-----|-----|-------|-------|------|-------|
| 10      | 118  | 83  | 83  | 16.26 | 16.29 | 86   | 51.24 |

Tuesday May 5 1846

| TH | K | TH | K | TH | Courses | Winds   | Log | Remarks                                                                                                                                                                                |
|----|---|----|---|----|---------|---------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 5 | 2  | 4 |    | Moog    | Eby S   |     | All these 24 hours pleasant weather and fresh breeze carrying all drawing sail to the best advantage at 11 a.m. a sail to windward so and another 24 hours with a fair wind and a dull |
| 4  | 5 | 4  | 4 |    |         |         |     |                                                                                                                                                                                        |
| 6  | 5 | 6  | 4 |    |         |         |     |                                                                                                                                                                                        |
| 8  | 5 | 8  | 5 | 1  |         | E. N. E |     |                                                                                                                                                                                        |
| 10 | 5 | 10 | 5 | 1  |         |         |     |                                                                                                                                                                                        |
| 12 | 5 | 12 | 5 | 1  |         |         |     |                                                                                                                                                                                        |
| 2  | 5 | 2  | 5 | 1  |         |         |     |                                                                                                                                                                                        |
| 4  | 5 | 4  | 5 | 1  |         |         |     |                                                                                                                                                                                        |
| 6  | 5 | 6  | 5 | 1  |         | E. N. E |     |                                                                                                                                                                                        |
| 8  | 5 | 8  | 5 |    |         |         |     |                                                                                                                                                                                        |
| 10 | 5 | 10 | 5 |    |         |         |     |                                                                                                                                                                                        |
| 12 | 5 | 12 | 5 |    |         |         |     |                                                                                                                                                                                        |

Variations of point W

| Courses | Dist | Lat | Dep   | Lat | Long | Long  | Long |
|---------|------|-----|-------|-----|------|-------|------|
| 120     | 93   | 96  | 18.42 |     | 49   | 52.43 |      |



Along coast from the Pacific Ocean to the United States

| Time | Course | Wind     | Sea  | Remarks                               |
|------|--------|----------|------|---------------------------------------|
| 5    | W by N | E. N. E. | Sway | Wednesday May 6 <sup>th</sup> 1846    |
| 5    |        |          |      | First part of the 24 hours pleasant   |
| 5    |        |          |      | weather and fresh trade carrying      |
| 5    |        |          |      | all sail to the best advantage middle |
| 5    |        |          |      | part light equally more moderate      |
| 5    |        |          |      | latter part strong trade and          |
| 5    |        |          |      | pleasant so early another 24 hours    |
| 5    |        |          |      | still nearer home and the Lord        |
| 5    |        |          |      | speed the famous ship Brinswick       |
| 5    |        |          |      | Comd. H. M. S. P. S. S. S.            |
| 5    |        |          |      | Variation 1/2 point W                 |

| Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|------|-----|-----|-------|-------|------|--------------|
|      |     |     |       |       |      | Chron        |
| 122  | 94  | 77  | 19.06 | 19.46 | 81   | 54.54        |

Thursday May 7<sup>th</sup> 1846

| Time | Course | Wind     | Sea  | Remarks                                |
|------|--------|----------|------|----------------------------------------|
| 6    | W by N | E. N. E. | Sway | All these 24 hours pleasant weather    |
| 6    |        |          |      | and fresh trade carrying               |
| 6    |        |          |      | all drawing sail to the best advantage |
| 6    |        |          |      | at daylight a large                    |
| 6    |        |          |      | whale ship close to us but             |
| 6    |        |          |      | signal blue white and red from         |
| 6    |        |          |      | and aft latter part fresh trade        |
| 6    |        |          |      | and pleasant weather the other         |
| 6    |        |          |      | ship going away from us as             |
| 6    |        |          |      | the sea became so an anchor            |
| 6    |        |          |      | stand by the man at the helm look out  |
| 6    |        |          |      | Variation 1/2 point W                  |

| Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|------|-----|-----|-------|-------|------|--------------|
|      |     |     |       |       |      | Chron        |
| 145  | 111 | 93  | 21.07 |       | 100  | 55.44        |



Log kept on board Ship Brunswick of New Bedford

| TH | H | TH | Hour | Wind   | Sea | Remarks                             |
|----|---|----|------|--------|-----|-------------------------------------|
| 2  | 6 |    | N.W. | E.S.E. |     | Friday May 8 <sup>th</sup> 1846     |
| 4  | 6 |    |      |        |     | First part pleasant weather and     |
| 6  | 6 |    |      |        |     | fresh breeze at 6 o'clock squally   |
| 8  | 6 |    |      |        |     | middle part pleasant latter part    |
| 10 | 6 |    |      |        |     | equally a gust in sight to weather  |
| 12 | 6 |    |      |        |     | we made three 24 hours from N.B.    |
| 2  | 6 |    |      |        |     | Almy is unwell these day or two     |
| 4  | 6 |    |      |        |     | back and talks some how of not      |
| 6  | 6 |    |      |        |     | stopping to cruise unless he feels  |
| 8  | 6 |    |      |        |     | better there is many prayers for    |
| 10 | 6 |    |      |        |     | him to get worse you may depend     |
| 12 | 6 |    |      |        |     | on it not that they wish the man    |
|    |   |    |      |        |     | ill but so they can keep along home |

| Course | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|--------|------|-----|-----|-------|-------|------|--------------|
| N.W.   | 144  | 102 | 102 | 23.30 |       | 111  | 54.35        |
|        |      |     |     |       |       |      | Chron        |

Saturday May 9<sup>th</sup> 1846

| TH | H | TH | Hour | Wind | Sea   | Remarks                              |
|----|---|----|------|------|-------|--------------------------------------|
| 2  | 4 |    | N.W. | S.E. | 1/2 W | First part of these 24 hours equally |
| 4  | 4 |    |      |      |       | with rain middle part moderate       |
| 6  | 4 |    |      |      |       | breezes and pleasant weather         |
| 8  | 3 |    |      |      |       | carrying all drawing sail to the     |
| 10 | 3 |    |      |      |       | best advantage latter part the       |
| 12 | 3 |    |      |      |       | same so ends these 24 hours are      |
| 2  | 4 |    |      |      |       | nothing to remark                    |
| 4  | 4 |    |      |      |       |                                      |
| 6  | 5 |    |      |      |       |                                      |
| 8  | 5 |    |      |      |       |                                      |
| 10 | 5 |    |      |      |       |                                      |
| 12 | 5 |    |      |      |       |                                      |

| Course | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|--------|------|-----|-----|-------|-------|------|--------------|
| N.W.   | 98   | 62  | 76  | 24.02 |       | 88   | 58.38        |
|        |      |     |     |       |       |      | Chron        |



# S. B. May Master from the Pacific Ocean to the United States

| H  | K | H | Course | Wind | Day | Remarks                                           |
|----|---|---|--------|------|-----|---------------------------------------------------|
| 2  | 4 |   | W by N | SE   |     | Sunday May 10 <sup>th</sup> 1846                  |
| 4  | 4 |   |        |      |     | all three watches, pleasant mode                  |
| 6  | 4 |   |        |      |     | state weather carrying all drawing                |
| 8  | 4 |   |        |      |     | sail to the best advantage so ends                |
| 10 | 4 |   |        |      |     | the 24 hours a sail in sight ahead                |
| 12 | 4 |   |        |      |     | watches still employed on muzzing                 |
| 2  | 4 |   |        |      |     | and sundry other jobs about the ship              |
| 4  | 4 |   |        |      |     | we met with only a week and that                  |
| 6  | 4 |   |        |      |     | is about all we have to do. Steers                |
| 8  | 4 |   |        |      |     | fitting ship Com <sup>r</sup> S. B. May in Talbot |
| 10 | 4 |   |        |      |     | good humor for him                                |
| 12 | 4 |   |        |      |     |                                                   |

| Course | Dist | Dist | Dep | Lat <sup>th</sup> | Lat <sup>th</sup> | Long | Longitude in          |
|--------|------|------|-----|-------------------|-------------------|------|-----------------------|
|        |      |      |     |                   |                   |      | D <sup>th</sup> Chron |
| N 10 W | 96   | 74   | 51  | 25° 46'           | 25° 49'           | 67   | 61° 05'               |

## Monday May 11<sup>th</sup> 1846

| H  | K | H | Course | Wind | Day | Remarks                     |
|----|---|---|--------|------|-----|-----------------------------|
| 2  | 5 |   | W by N | SE   |     | all three watches, pleasant |
| 4  | 5 |   |        |      |     | state weather carrying all  |
| 6  | 5 |   |        |      |     | sail to the best advantage  |
| 8  | 5 |   |        |      |     |                             |
| 10 | 4 |   |        |      |     |                             |
| 12 | 4 |   |        |      |     |                             |
| 2  | 4 |   |        |      |     |                             |
| 4  | 4 |   |        |      |     |                             |
| 6  | 4 | 1 |        |      |     |                             |
| 8  | 4 | 1 |        |      |     |                             |
| 10 | 4 | 1 |        |      |     |                             |
| 12 | 4 | 1 |        |      |     |                             |

| Course | Dist | Dist | Dep | Lat <sup>th</sup> | Lat <sup>th</sup> | Long | Longitude in          |
|--------|------|------|-----|-------------------|-------------------|------|-----------------------|
|        |      |      |     |                   |                   |      | D <sup>th</sup> Chron |
| N 10 W | 108  | 83   | 68  | 27° 12'           | 27° 04'           | 76   | 61° 21'               |



Log kept on board Ship Brunswick of New Bedford

| H  | R | TH | Course | Wind | Sea | Remarks                                                              |
|----|---|----|--------|------|-----|----------------------------------------------------------------------|
| 2  | 6 |    | N.W.   | S.W. |     | First part of these 24 hours very pleasant weather and a fine breeze |
| 4  | 6 |    |        |      |     | Coreing at drawing sail to the                                       |
| 6  | 6 |    |        |      |     | best advantage this afternoon he                                     |
| 8  | 8 |    |        |      |     | at hand for the first time to take                                   |
| 10 | 7 |    |        |      |     | down. Middle part had a plenty                                       |
| 12 | 4 |    |        |      |     | of rain for some wind work                                           |
| 2  | 1 |    |        |      |     | to the west and weather enough                                       |
| 4  | 1 |    |        |      |     | to carry the masted masted at an                                     |
| 6  | 5 |    |        |      |     | the masted masted sail turned on                                     |
| 8  | 5 |    |        |      |     | and said I should carry even                                         |
| 10 | 4 |    |        |      |     | the out of the such watch head                                       |
| 12 | 6 |    |        |      |     | by the men in all we cared about                                     |

| Course | Dist | Lat | Dep | Lat N | Lat S | Long | Long. tide in |
|--------|------|-----|-----|-------|-------|------|---------------|
| N.W.   | 132  | 93  | 93  | 28.27 | 28.54 | 105  | 65.06         |

Wednesday May 15<sup>th</sup> 1846

| H  | R | TH | Course       | Wind | Sea | Remarks                              |
|----|---|----|--------------|------|-----|--------------------------------------|
| 3  | 6 |    | N.W.         | S.W. |     | First part of these 24 hours equally |
| 4  | 5 |    |              |      |     | weather and fresh gale at 5 o'clock  |
| 6  | 3 |    |              |      |     | took in the dunnage at sunset        |
| 8  | 2 |    | N.N.W. by S. |      |     | nearly calm wind hauled forward      |
| 10 | 2 |    |              |      |     | middle part pleasant weather and     |
| 12 | 2 |    | N            | N.W. |     | light air at daylight tacked ship    |
| 2  | 2 |    |              |      |     | rather part moderate breeze got tazy |
| 4  | 2 |    |              |      |     | over and reached his out sight to    |
| 6  | 2 |    | N.W. by W    | N.W. |     | point if we get a moderate day       |
| 8  | 3 |    |              |      |     | so early another 24 hours and have   |
| 10 | 3 |    | N.W. by W    |      |     | gone rather slow these 24 hours      |
| 12 | 3 |    |              |      |     | Howard home                          |

| Course    | Dist | Lat | Dep | Lat N | Lat S | Long | Long. tide in |
|-----------|------|-----|-----|-------|-------|------|---------------|
| N.W. by W | 67   | 52  | 42  | 27.22 |       | 48   | 65.54         |



*J. C. Abney, Captain from the Pacific Ocean to the United States*

| H  | R | HR | Course | Winds | Log | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----|---|----|--------|-------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 4 |    | NW     | E     | 1   | Thursday May 14 <sup>th</sup> 1846                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4  | 4 |    |        |       |     | First part of these 24 hours, fresh breeze and pleasant weather carrying whole topsails top, all hands employed except middle part the same latter part a little more moderate made no more sail waiting to paint ship & all hands but he would not over to the bottom and 1 <sup>st</sup> lieutenant is employed in gunwaling and paint about the ship all hands employed afternoon and watch by the rest part of the time tacking and rattling down & ends these 24 hours |
| 6  | 4 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 8  | 4 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 10 | 4 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 12 | 6 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2  | 6 |    |        | ESE   |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4  | 4 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 6  | 6 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 8  | 5 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 10 | 5 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 12 | 5 |    |        |       |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Course | Dist | Lat | Dep | Lat   | Long | Long | Longitude in |
|--------|------|-----|-----|-------|------|------|--------------|
| NW     | 148  | 82  | 123 | 30.44 |      | 142  | 66.16        |
|        |      |     |     |       |      |      | Chase        |

*Friday May 15<sup>th</sup> 1846*

| H  | R | HR | Course | Winds | Log | Remarks                                                                                                                                                                                                                                |
|----|---|----|--------|-------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2  | 6 |    | NW     | ESE   | 1   | First part of these 24 hours pleasant weather and a few breeze carrying moderate sail all hands employed on rigging the bottom and 1 <sup>st</sup> lieutenant employed gunwaling and painting                                          |
| 4  | 6 |    |        |       |     |                                                                                                                                                                                                                                        |
| 6  | 5 | 1  |        |       |     |                                                                                                                                                                                                                                        |
| 8  | 5 | 1  | NW     | SE    | 1   | Middle part fresh breeze latter part a little more moderate made no more sail all hands busy rather down to see this breeze striking & over latter part the same watch employed saw a humpback and a schooner so ends another 24 hours |
| 10 | 5 | 1  |        |       |     |                                                                                                                                                                                                                                        |
| 12 | 4 |    |        |       |     |                                                                                                                                                                                                                                        |
| 2  | 4 |    |        |       |     |                                                                                                                                                                                                                                        |
| 4  | 4 |    |        |       |     |                                                                                                                                                                                                                                        |
| 6  | 5 |    |        |       |     |                                                                                                                                                                                                                                        |
| 8  | 5 |    |        |       |     |                                                                                                                                                                                                                                        |
| 10 | 5 |    |        |       |     |                                                                                                                                                                                                                                        |
| 12 | 5 |    |        |       |     |                                                                                                                                                                                                                                        |

| Course | Dist | Lat | Dep | Lat   | Long | Long | Longitude in |
|--------|------|-----|-----|-------|------|------|--------------|
| NW     | 117  | 95  | 69  | 32.19 |      | 51   | 67.39        |
|        |      |     |     |       |      |      | Chase        |



A Log kept on board Ship Brunswick of New Bedford

| H  | K  | TH | Course    | Winds | Day | Remarks                                                                                               |
|----|----|----|-----------|-------|-----|-------------------------------------------------------------------------------------------------------|
| 2  | 4  |    | Nbly N.E. | S.E.  |     | First part of these 24 hours pleasant weather and a fine breeze carrying moderate sail wind S.E. calm |
| 4  | 4  |    | N.N.W.    | S.E.  |     | Mbly N.E. middle part covered with                                                                    |
| 6  | 4  |    |           |       |     | took in top gallant sails mainmast and                                                                |
| 8  | 2  |    |           |       |     | fly jib latter part pleasant weather                                                                  |
| 10 | 2  |    |           |       |     | watchmen employed on rigging rattling                                                                 |
| 12 | 1  | 1  |           |       |     | down &c &c so ends this 24 hours                                                                      |
| 2  | 1  | 1  |           |       |     |                                                                                                       |
| 4  | 1  |    |           |       |     |                                                                                                       |
| 6  | 1  |    |           |       |     |                                                                                                       |
| 8  | 4  |    |           |       |     |                                                                                                       |
| 10 | 4  |    |           |       |     |                                                                                                       |
| 12 | 11 |    |           |       |     |                                                                                                       |

| Course | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|--------|------|-----|-----|-------|-------|------|--------------|
| N 24 W | 66   | 60  | 26  | 33 19 | 33.16 | 81   | 68.08        |

Sunday May 17th 1846

| H  | K | TH | Course    | Winds | Day | Remarks                                                                  |
|----|---|----|-----------|-------|-----|--------------------------------------------------------------------------|
| 2  | 4 |    | N.N.W.    | S.E.  |     | First part of these 24 hours moderate weather and pleasant carrying easy |
| 4  | 4 |    |           |       |     | sail at sunset took in sail and lay                                      |
| 6  | 4 |    |           |       |     | aback through the night with watches                                     |
| 8  | 1 |    | E.N.E.    |       | 5   | middle and latter part pleasant                                          |
| 10 | 1 |    |           |       |     | at daylight made moderate sail                                           |
| 12 | 1 |    |           |       |     | to cruise so ends paper two small                                        |
| 2  | 1 |    |           |       |     | craft standing to the N.W. so ends                                       |
| 4  | 1 |    |           |       |     | these all hands lost rather down                                         |
| 6  | 1 |    |           |       |     | at the mouth to be tacking and lay                                       |
| 8  | 4 |    | Nbly N.E. | S.E.  |     | tacking about here with the wind                                         |
| 10 | 4 |    |           |       |     | blow so fair to waft us to the straits                                   |
| 12 | 4 |    |           |       |     | stays in very short time                                                 |

| Course  | Dist | Lat | Dep | Lat N | Lat S | Long | Longitude in |
|---------|------|-----|-----|-------|-------|------|--------------|
| N 1/2 E | 54   | 54  | 06  | 34.10 | 34.14 | 7    | 68.01        |



*S. B. Almy master from the Pacific Ocean to the United States*

| H  | K | HL | Course   | Windy | Day | Remarks                                                                                                          |
|----|---|----|----------|-------|-----|------------------------------------------------------------------------------------------------------------------|
| 2  | 3 | 1  | N. by N. | SE    |     | Monday May 18 <sup>th</sup> 1846                                                                                 |
| 4  | 3 | 1  |          |       |     | First part of these 24 hours pleasant weather and fine breeze carrying moderate sail middle part the same        |
| 6  | 3 | 1  |          |       |     | laying aback under short sail at day                                                                             |
| 8  | 1 | 1  | S. by W. | SE    | 5   | light made & cut at 9.0 clock saw a vessel bottom up. went to it it proved to a schooner nearly new not coppered |
| 10 | 1 | 1  |          |       |     | oudder gone and false keel off could not see her name had been in that situation but a short time at 12.00       |
| 12 | 1 | 1  |          |       |     | ship passed of North-east & very out bound                                                                       |
| 2  | 1 | 1  |          |       |     | honn latter part pleasant weather at land                                                                        |
| 4  | 1 | 1  |          |       |     | employed in painting ship inside                                                                                 |
| 6  | 1 | 1  |          |       |     |                                                                                                                  |
| 8  | 4 | 1  | W.       |       |     |                                                                                                                  |
| 10 | 4 | 1  | W. by W. | S.    |     |                                                                                                                  |
| 12 | 4 | 1  |          |       |     |                                                                                                                  |

| Course   | Dist | Lat | Dep | Lat   | Long | Longitude in |
|----------|------|-----|-----|-------|------|--------------|
| N. by W. | 17   | 03  | 17  | 34.15 | 21   | 68.22        |

*Tuesday May 19<sup>th</sup> 1846*

| H  | K | HL | Course   | Windy | Day | Remarks                                                                      |
|----|---|----|----------|-------|-----|------------------------------------------------------------------------------|
| 2  | 3 |    | W. by W. | N     |     | First part of these 24 hours fresh breeze equally weather at sunset finished |
| 4  | 3 |    |          |       |     | Painting shortened sail middle part                                          |
| 6  | 3 |    |          |       |     | had a plenty of lightning in the W.                                          |
| 8  | 1 |    |          |       |     | at daylight made all sail course W.                                          |
| 10 | 1 |    |          |       |     | N.W. watches employed in painting                                            |
| 12 | 1 |    |          |       |     | and sundry other jobs so ends another                                        |
| 2  | 1 |    |          |       |     | 24 hours got through cruising                                                |
| 4  | 1 |    |          |       |     | specimen oil                                                                 |
| 6  | 3 |    |          |       |     |                                                                              |
| 8  | 3 |    |          |       |     |                                                                              |
| 10 | 3 |    |          |       |     |                                                                              |
| 12 | 3 |    |          |       |     |                                                                              |

| Course   | Dist | Lat | Dep | Lat   | Long | Longitude in |
|----------|------|-----|-----|-------|------|--------------|
| N. by W. | 52   | 10  | 51  | 34.23 | 62   | 69.24        |



A Sloop kept on board Ship Brunswick of New Bedford

| H  | K | PK | Course | Windy | Day                                               |  |
|----|---|----|--------|-------|---------------------------------------------------|--|
| 2  | 5 |    | W. NW  | N     | First part of Wednesday May 20 <sup>th</sup> 1846 |  |
| 4  | 3 |    |        |       | usually weather under that to carry all           |  |
| 6  | 4 |    | W. NW  | NW    | sail through it carried away Mizzen               |  |
| 8  | 3 |    |        |       | top sail yard and started the fore                |  |
| 10 | 3 |    |        |       | mast in the fore part took in said fore           |  |
| 12 | 2 |    | W. NW  | NW    | used a maintop sail and foresail and              |  |
| 2  | 2 |    |        |       | fore top mast stay sail middle part a             |  |
| 4  | 3 |    |        |       | little more moderate made double                  |  |
| 6  | 4 |    |        |       | used fore and maintop sail courses                |  |
| 8  | 3 |    |        |       | and jib latter part very moderate sail            |  |
| 10 | 2 |    |        |       | all sail of which the maintop sail was            |  |
| 12 | 2 |    |        |       | so as to stand in moderate weather                |  |
|    |   |    |        |       | to end of employees on rigging                    |  |

N 68. W 50 17 46 34. 112 56 67. 24

Thursday May 21<sup>st</sup> 1846

| H  | K | PK | Course | Windy | Day                                      |  |
|----|---|----|--------|-------|------------------------------------------|--|
| 2  | 2 |    | W. NW  | N     | First part of these 24 hours light       |  |
| 4  | 2 |    |        |       | air from the N and very pleasant         |  |
| 6  | 3 |    |        | S     | weather all sail set all hands employe   |  |
| 8  | 4 |    |        | S. W  | ed in rattling down and tearing          |  |
| 10 | 4 |    |        |       | Middle part fine breeze latter part      |  |
| 12 | 4 |    |        |       | fresh gale sufficient for our sailing to |  |
| 2  | 4 |    |        |       | be in the Gulf stream shortened          |  |
| 4  | 5 |    |        |       | sail to the breeze so only these 24      |  |
| 6  | 5 |    |        |       | hours born N. N. W. and towards          |  |
| 8  | 5 |    | N. W   |       | is as mean and light as ever             |  |
| 10 | 6 |    |        |       | but it is but a few days more with       |  |
| 12 | 6 |    |        |       | the Lord's favour: in the shape of       |  |
|    |   |    |        |       | winning                                  |  |

N 52. W 91 56 72 35. 38 88 91. 48



St. Mary Master from the Pacific Ocean to the United States

Other 24 hours the ship  
has been laying back and  
running for what is to be  
I again not kept the same  
to have I have allowed for  
to go on 24 miles to Westward  
by March to the Westward

Most part of these 24 hours nearly calm-  
laping by to fix our lobster which  
was carried away the forenoon at sunset  
stern to Westward. At 6 miles past the same

45 10 28 28 20 35 12 24 72 12

I having made the time and  
the ship is going to morning  
different places and saying  
that we would I cannot do  
it to better with working  
very more  
of public to be from the first  
how but I have not time  
time at all and for that  
reason I dropped

The other  
whale was picked up by the tub  
boat nearly dead a whale that  
was turned up and waded was  
lost either sunk or the rope got  
out so we lost him out of the school  
we turned up I took seven along  
side and cut 6 in. one got away  
in the night better part pleasant  
weather employed in cutting at 12  
We had 6 of them in 24 hours these 24  
hours: Comd. St. Mary and two  
sons in tolerable good humour

I shall write  
to you the  
the ship is  
short  
3 Harbours boat  
3 Harbours boat  
2 worst boat  
1 picked up



Ship left on board ship Warrington of New Bedford

Sunday May 24<sup>th</sup> 1846

First part employed in cutting at 2  
o'clock finished commenced churning  
away the heads middle part played  
and five barrels from the beam at  
conveying whole to pump and mount  
gallant sail latter part the same  
course I W and strong breeze  
employed in churning away the  
heads we only got 4 heads churning  
away rather slow work ton  
stands over you and you must  
turn every thing over to them and  
cut every particle of fat off  
it is what I call raving at  
the ship and losing at the bung  
not having started the work  
yet wholly bar dead 48 hours

Lat 36.20, Long 72.19

Monday May 25<sup>th</sup> 1846

Commencing with smoky weather  
and strong breeze from the NW  
course. All hands employed  
in churning away the other two  
heads at 3 o'clock finished got  
the back down washed off and  
sat boiling water middle part  
light and played at 1  
o'clock started the work  
latter part very pleasant and  
with some blackest finches and  
fair one watch below

Lat 37.58, Long 72.09



St. Mary Master from the Pacific Ocean to the United States

Tuesday May 26<sup>th</sup> 1846

Commenced with pleasant moderate breeze from the S.W. carrying all (drawing) sail to the best advantage at 2 o'clock passed a vessel that had been run into as there was nothing but the after part of her left - saw forer her to be a Brig nearly new had been in the water 2 or 3 months: middle part of these 24 hours equally looking weather had plenty of lightning and a little rain latter part pleasant watch employed in boiling and painting ship outside saw finbacks and a number of seals

Lat 38.50 Long 42.40

Wednesday May 27<sup>th</sup> 1846

All these 24 hours pleasant weather and fine breeze carrying moderate sail to the N.E. wind E.S.E. employed in boiling and painting ship & under these 24 hours trying hard to get home

Lat 39.47



Thursday Nov. 25<sup>th</sup> 1846  
Commence, with thick hazy  
weather wind E. S. E. course N. E.  
at 12 M spoke Schooner Petting  
from New York from New Bedford  
bound to Richmond (Va) middle  
forenoon thick weather at 3.00 pm  
finished boiling latter part storm  
hazy spoke a schooner (Eng) from  
Newfoundland bound to New York  
sooner, another 24 hour long storm  
in night fishermen and a full  
boat coming for us

No 16 Montauk point bears S. N. W distance 5 leagues

Friday May 27<sup>th</sup> 1846

Commence with thick foggy weather  
carried all sail to the N. E. by 11 wind  
E. S. E. at 3.0 o'clock got a strong and  
Pilot wind headed us off and shot down  
thick thick ship to the S. E. observed  
took in fore and mizentop gallant  
latter part thick weather saw a number  
of fishing reel spoke Briggs 6 May  
last of Providence bound to Charley  
top by him we learn that blockaded  
saw N. N. E distance 10 miles so early there  
24 hours throwed overboard the  
wages

No observation



Saturday May 30<sup>th</sup> 1846.

Commencing with thick foggy weather and  
sailing from E. N. E. to E. standing off and  
on waiting for a fair wind and clear  
day middle and latter part the same  
carrying moderate sail all hands very  
impatient to get in.

Sunday May 31<sup>st</sup> 1846

Commencing with thick foggy weather  
carrying moderate sail to the N. N. W. wind E  
at 4<sup>o</sup> o'clock cleared up some at 10 o'clock got  
in maintopgallant sail and wore ship  
and steered N. N. W. course in the brail  
sounder every hour through the night at  
4<sup>o</sup> o'clock hauled and got 22 fathoms at  
5<sup>1</sup>/<sub>2</sub> o'clock hauled and got 9 fathoms the  
weather thick as can be worn ship imme-  
diately Pilot very much frightened and  
course wind light from E. N. E. latter part  
the same saw a ship standing in shore  
got the cables up and beat them.



The latter end of a passage from the Sandwich Islands

Monday June 1st 1846  
Commenced with a thick fog  
wind light from the E. & E  
headed to the S. & E carrying moderate  
sail to the best advantage middle  
part the same latter part made  
all sail to the best advantage  
saw a Brigantine standing in  
shore so early these 24 hours  
watching employed in lapping up  
spare washing ship &c

No Observation

Tuesday June 2nd 1846

Commenced with a thick fog and  
a calm headed the ship in shore  
and sounded every 2 hours  
getting from 10 to 16 fathoms  
middle part calm find a strong  
current here setting N. by W. at  
8 o'clock cleared up fog  
shop wind light from the  
S. by E. steering E. & E. at 10 o'clock  
sight a number of seals







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...the huge stick  
...and the spectral  
...only satis-  
...tion, as if  
...ment, the huge stick  
...tion, as if  
...ment, the huge stick

...the huge stick  
...and the spectral  
...only satis-  
...tion, as if  
...ment, the huge stick  
...tion, as if  
...ment, the huge stick















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